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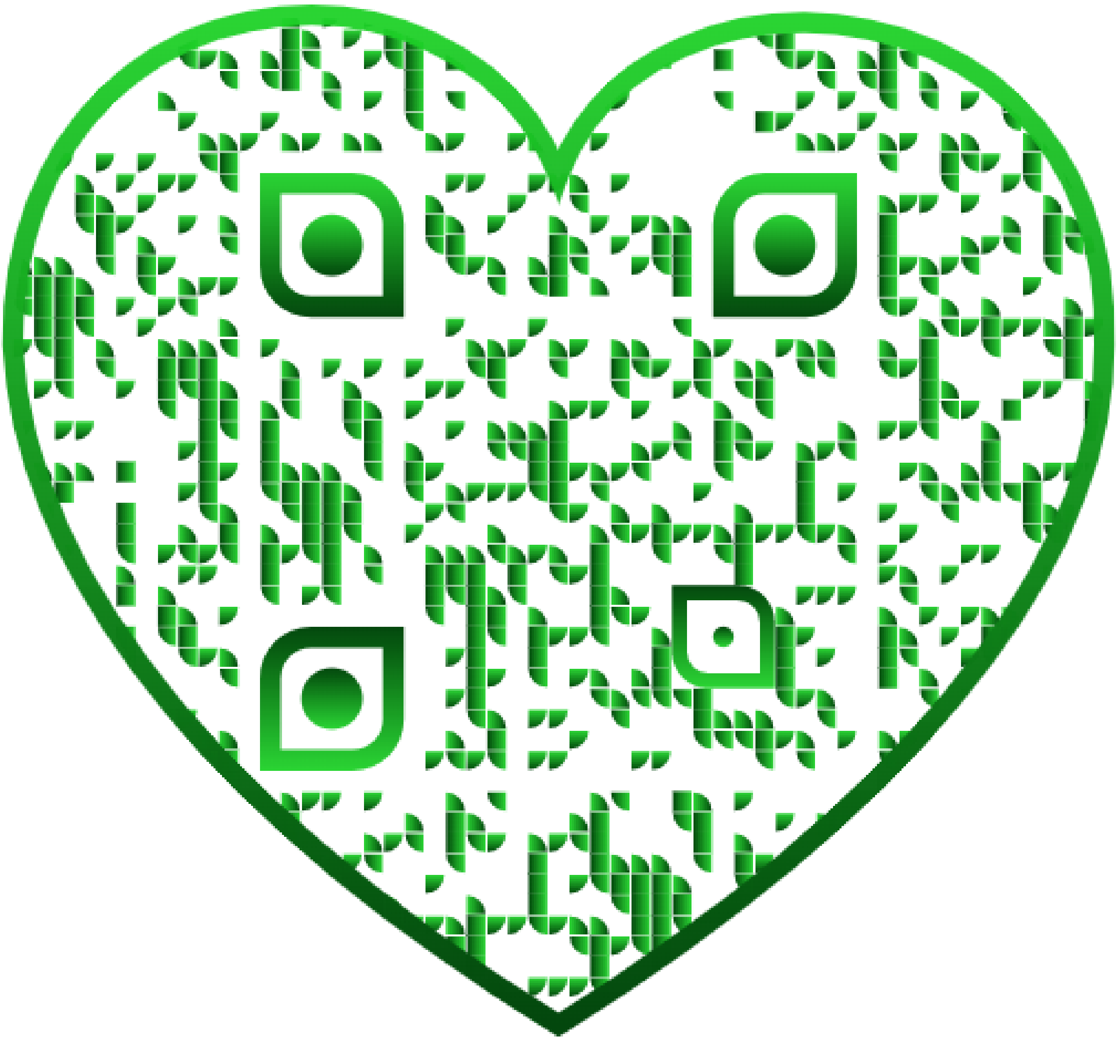

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Welcome

September 2025 *Issue 626*

Modern performance cars boast impressive abilities at the expense of excess bulk eroding tactile interaction with the road. Lightweight classics are the answer

Ever met an F1 driver at ground level? They're not as big as they look when perched atop the podium are they? Because, like all components of the car, they need to be as lean and light as possible without breaking during the race. Weight is the enemy of victory – the more of it the designers add, the more that particular car will fight the driver's efforts to make it accelerate, turn and brake, not to mention compromise the need to conserve its tyres, fuel and ability to hold itself together under the duress of competition.

Few of us will experience the joyfully abundant byproduct of single-mindedly pursued weight reduction in a purpose-built competition car – the tactile thrill of a car that feels like an extension of the human body, a particularly taut and tuned body at that. But a more pragmatic approach translates beautifully into road cars, those like the eclectic bunch of contenders hand-picked for your consideration this month.

We considered focusing this on the lightest classic road cars money can buy, but that would have narrowed the pack to the sort of skeletal semi-racers that only fit the lives of hardcore masochists who just manage to drive them 500 miles a year. The Mini Cooper, Ford Escort Mexico, Mazda MX-5, Peugeot 106 Rallye and Lotus Elise we've selected won't impress anyone with boastful horsepower or top speed stats, but on a suitably sinuous back road they will certainly do a fine job of impressing your senses.

A few decades back, I was the sort of petrolhead only really excited by brawny, multicylinder metal with heavyweight horsepower and a soundtrack to shout about it. But when, over the course of a few months, I was given the chance to drive a Ford Escort Mexico, a TVR Grantura and a Lotus Elan. I finally saw the light. I don't think I'll ever get over the gut-wrenching launch and theatrical acoustics of a big-capacity six or eight, but my bucket list is now delicately sprinkled with flyweight sports cars and maybe a hot hatch. Will yours be?

Enjoy the issue.

Phil Bell, Group Editor

Lighten up, there's exquisite joy to be found if you can just shed a few pounds

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Stainless steal.

AUTOMATIC
SWISS MADE
8

In 1972, famed designer Gérald Genta created an oxymoron. Priced more than many precious metal rivals, the 'luxury stainless steel timepiece' was not an immediate success. But eventually its tough, elegant body, integrated bracelet and patterned dial caught on. A watch that dressed up for dinner. Or down, at the pool. Today's 40mm, base automatic of that original watch costs £22,850 more than the **'Twelve'** - named for its dodecagon-sided bezel and rear lock ring. Our watch is thinner, goes deeper and offers a choice of C1/BL Grade X1-lumed dials. A polished, brushed and sandblasted case of daylight (and night time) robbery?

Do your research.

Christopher
Ward

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View the watch

P40 Seeing the light: five cars that focus on a rewarding driving experience

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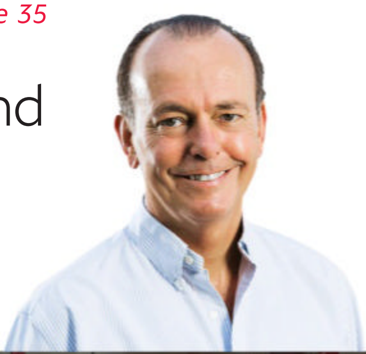
P74 Unique life story of this Aston Martin DB7 includes its build


'AMG SLs and Golfs trade places'

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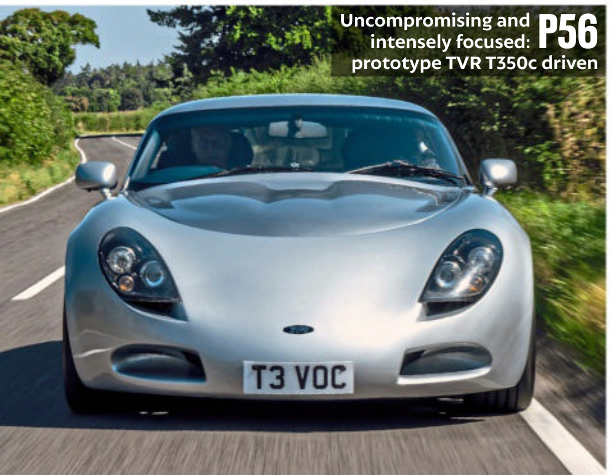
P56 Uncompromising and intensely focused: prototype TVR T350c driven

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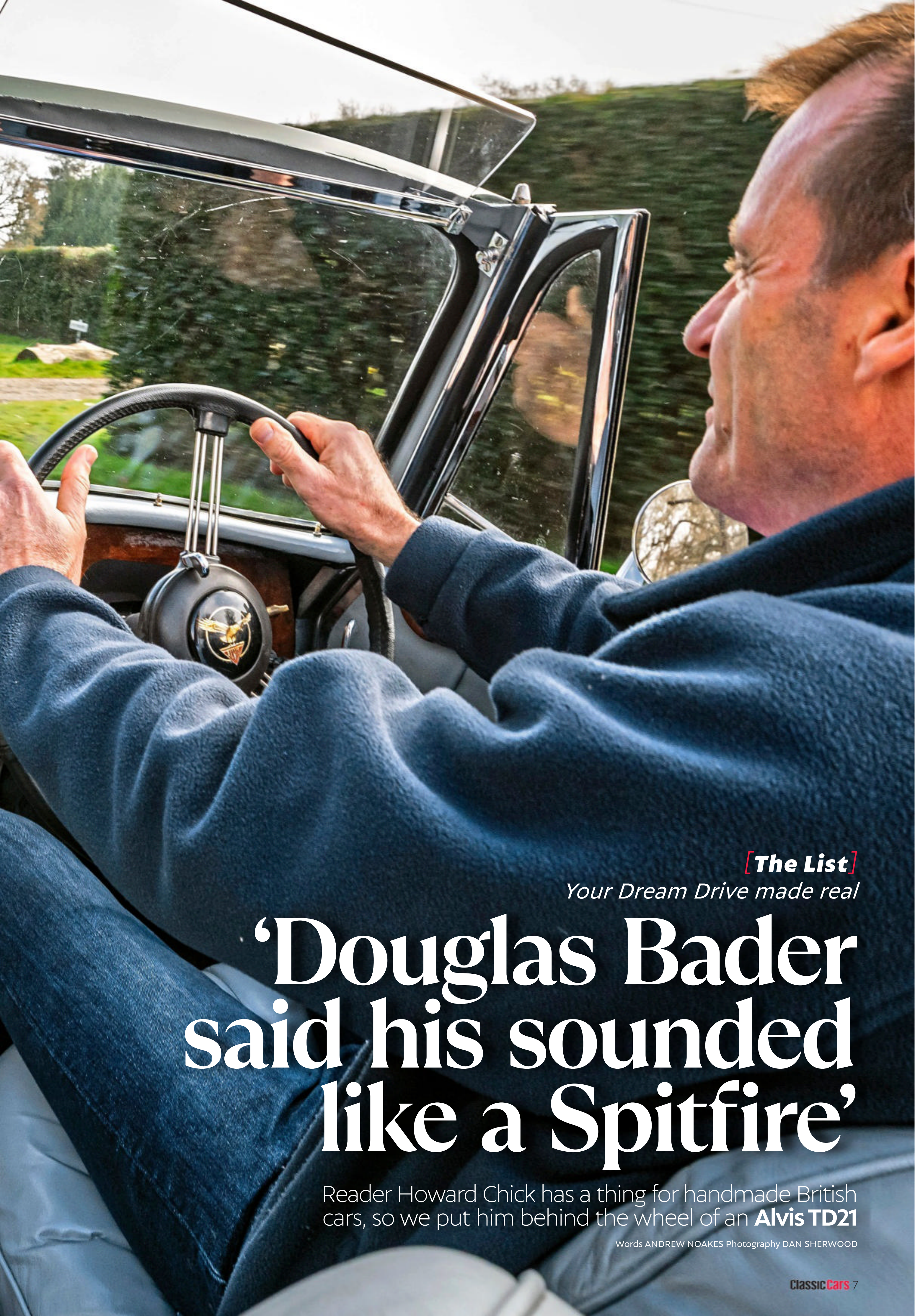
RPM
MPH
AMPS
TEMP
WIPER
P N D L R



[**The List**]

Your Dream Drive made real

'Douglas Bader said his sounded like a Spitfire'

Reader Howard Chick has a thing for handmade British cars, so we put him behind the wheel of an **Alvis TD21**

Words ANDREW NOAKES Photography DAN SHERWOOD

Glints of chrome in the distance herald the arrival of a classic Sixties shape: a 1962 Alvis TD21 drophead coupé in a rich metallic green. Owner Jason Rule has brought it up from its south coast home to leafy Surrey to meet *Classic Cars* reader Howard Chick, who has always wanted to try a bespoke British car like a Park Ward-bodied Alvis. Today's the day we make that dream come true.

Howard has owned classic cars since the mid-Eighties, when he bought the MGB Roadster that he still owns today. He had an Opel Manta GT and Audi Coupé when they were new, and in 2001 bought a second classic – a Jensen Interceptor MkIII. "When I was going quickly, I could actually see the fuel gauge moving,' he grins. 'You could squeeze 16mpg out of it if you tried hard.' The Jensen has moved on, but a 1995 Audi S2 and a 1972 Triumph Stag have since joined Howard's fleet.

His interest in the Alvis was piqued by seeing one up close a few years ago. 'I remember seeing a red convertible from a distance, and I thought it looked interesting, and wondered what it was. When I got closer, I could see it was an Alvis and, wow, it did look good. Then the owner caught me looking at it and came and told me a bit more about it.'

Up close with this TD21 for the first time, Howard is stunned by how good it looks. 'It's in lovely, lovely condition,' he says, taking in everything from the Lucas Tri-Bar headlamps to the neat rear light clusters, which it shares with the Aston Martin DB4. Triangular details pop up everywhere – at the bottom of the quarterlights, in the vents either side of the radiator grille, even in the bespoke wing nuts retaining the rocker cover. Howard is impressed by how many visible parts are exclusive to Alvis. 'A lot of car companies would have bought in items like door handles – a standard part from Wilmot Breeden or whoever. But not on this car. Just look at that wonderful boot handle and the chrome strip it lines up with. That's very classy.'

Howard is particularly taken with the styling line that runs forward along the top of the rear wing and turns downwards just behind the door. 'It adds definition to the side profile of the car,' he says. 'The stylists could have just carried the line all the way along the side but no, they turned it downwards to make it more of a feature. That sort of detail was typical of coachbuilder Graber, who created the original shape.'

Graber's design was originally penned for the TC21 and was so successful Alvis bought the rights to it and used it to create

HOWARD CHICK'S TOP TEN

Bristol 411
'I have long admired the handmade British build and unusual Bristol features.'

Jaguar E-type
'Just beautiful, fast, and in its day, it was great value compared to other exotic cars.'

Bentley Continental Fastback
'Class, comfort, and what a presence it would have anywhere.'

Jensen FF
'Unusual and rare, with four-wheel drive and those looks – fantastic.'

Aston Martin DB6
'The flash fast gentleman's car, quality with style and panache.'

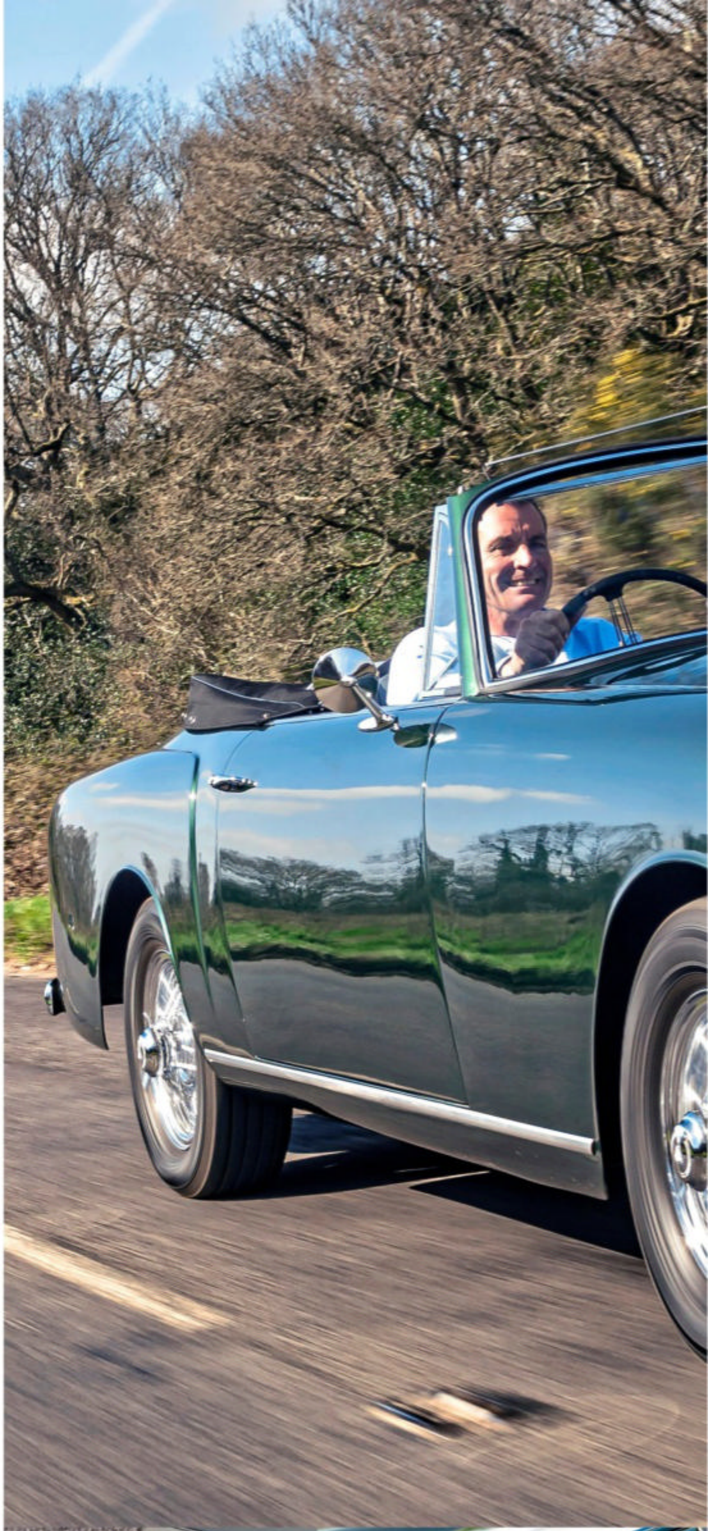
Jaguar XK150 coupé
'Just a stunning coupé shape with lots of character.'

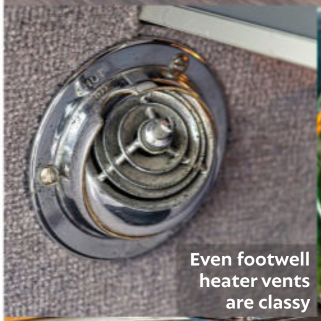
Mercedes-Benz SL R107
'German engineering at its best, with quality and comfort.'

MGA Roadster
'Another beautiful British classic with which lots of fun can be had, even at lower speeds.'

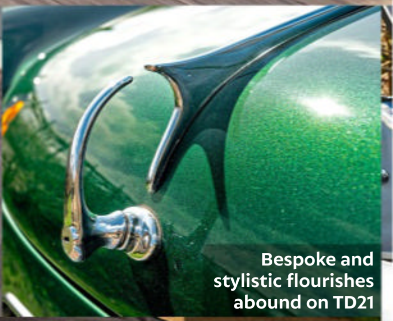
Lotus Elise
'For pure and quick driving fun, the Lotus Elise has to be top of the pile, although it's perhaps not as luxurious as the others.'

Alvis TD21
'I like rare coupé cars and the Alvis fits that wish very well.'





Even footwell heater vents are classy



Bespoke and stylistic flourishes abound on TD21

More accomodating in the rear than TC108G predecessor

‘As you look through the windscreen you can see the lovely curves of the bonnet and the front wings’

Steering weight is just right at speed, heavy when parking

Howard (seated) finally enjoys Alvis experience

‘There’s a musicality to the engine, the sort of thing you only seem to get from a straight-six’

a new model, the TC108G. Bodies were either built by Graber itself in Switzerland or by Willowbrook of Loughborough. A further development of that car, now with bodies built by Rolls-Royce coachbuilder Park Ward in Willesden, was introduced in 1958, with the designation of TD21.

Jason has owned his TD for a little over a year. ‘I’d always admired them,’ he tells us. ‘We wanted something with loads of room that we could use for a European tour – down to Le Mans and the south of France. Unlike a lot of classic cars, it’s quite nice when you’re cruising along on the motorway. At 70mph it’s quite comfortable. It’s a good all-rounder, really.’

This TD was sound, but Jason has put a lot of detail work into it since, including a swap from steel to wire wheels. ‘Changing the hubs was quite a job because they heat shrink them on,’ he says. He also refinished the dashboard panels and applied a leather treatment to restore the unusual pale blue interior to its former glory. Only around 170 TD21 dropheads were built from 1958 to 1963, when it was replaced by the TE21, with a four-headlamp front end and more power. This car must surely now be one of the best of the 50 TD21 dropheads still believed to exist.

That makes it ideal for Howard to get a feel for the Park Ward Alvis experience, following in the footsteps of TD owners like actor Tony Curtis, fighter pilot Douglas Bader and Prince Philip – who had his modified with a taller roof so he could wear his Ascot top hat in it. As Howard folds his 6ft-plus frame into the driving seat for the first time, it looks like he would ideally need to do a few modifications too. Rearward adjustment on the seat is limited – which avoids compromising leg room for any rear passengers but leaves him cramped for space up front.

‘Ideally I would like to have the seat further back,’ he admits, legs splayed on either side of the large-diameter steering wheel. ‘If the car was mine, I would remount the seats further back, which should be easy to do – they’re just screwed down into blocks of wood. I have the same problem in my MGB, but I’m so used to it I don’t really notice anymore.’

Despite the short-legged seating position, he is quickly settling into the Alvis. ‘The front seats are good, and it’s comfortable,’ he reports. ‘There’s an adjustment built-in for the recline of the seat back, but there’s not any knob or lever. It’s therefore a bit of a long job to get comfortable – you have to get a spanner out and turn a screw that limits the angle of the seat.’

Howard is fascinated by some of the detailing inside, pointing to the ashtrays provided for all four passengers. ‘The ones either side of the rear seat are much cleaner than the ones in the front – I suppose they’ve rarely been used. The one in the driver’s door is close to your knee so you would have to be careful using it.’

There are fine details wherever you look. ‘The heater vents in the footwells are amazing,’ he says. ‘All chromed, and there’s a stalk to position it in any direction you want. It’s only a heater vent but you imagine what it must have cost to make that – it

Straight-six has 3.0-litre capacity, good for 115bhp

Mid-rev-range is when melodic engine is best

must be one of the most expensive parts on the car. It's unique, handmade, special – you don't see things like that in many cars.'

Howard also points out the careful shaping of the cover that hides the roof when it's folded down, and notes the tonneau cover fixings on top of the dash. 'My MG has four of these – this has eight.' The rear seat has a sculpted backrest to improve comfort, and the inside of each door is neatly finished with a stainless-steel trim. Quality and thoughtfulness abound.

Now properly installed in the driver's seat, Howard is enjoying the view. 'The dashboard is made of flat panels and it's quite simple, but there's a lot of it. There's a lovely expanse of wood veneer, with these classic white-on-black Smiths dials in the old-fashioned position in the centre of the dash, and the rev-counter directly in front of the passenger. You've got this handsome wooden dash in front of you, and as you look out through the windscreen you can see the lovely curves of the bonnet, and the front wings. That's great fun.'

Jason talks Howard through the Alvis' controls, which are very straightforward apart from the indicator switch, which is mounted on the steering wheel hub, and the novel horizontal slider under the dash which controls the automatic gearbox. A second slider below that selects one of three driving modes. 'You've got economy, standard and sport,' says Jason. 'It changes the gearchange points and the fuelling. Douglas Bader said in an interview once that the sport mode made his Alvis sound like a Spitfire. It doesn't quite, but if you listen carefully, you can understand a little of what he was getting at.'

The engine of the TD is a development of the seven-bearing, 3.0-litre straight-six first seen in the TA21 of 1950. On poor quality post-war fuel it delivered just 85bhp, but that was up to 115bhp in the TD. 'The engine has a nice sound when you pull away,' Howard reports. 'There's a musicality to it, the sort of thing you only seem to get from a straight-six engine. And it does its best work in the middle of the rev range.'

The Borg-Warner-made three-speed automatic transmission suits the car well. 'With the manual gearbox it's probably a bit livelier, but for a car of this sort I'd go with the automatic. The sport mode makes a little bit of difference, but it doesn't make it quick.'

The unassisted steering, predictably, is quite a handful when manoeuvring.

1962 Alvis TD21 drophead coupé

Engine 2993cc in-line six, ohv, two SU HD6 carburettors **Power and torque** 115bhp @ 4000rpm; 152lb ft @ 2500rpm **Transmission** Three-speed automatic, rear-wheel drive **Steering** Burman recirculating ball **Suspension** Front: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, leaf springs, telescopic dampers **Brakes** Front: discs; Rear: drums. Servo-assisted **Performance** Top speed: 102mph; 0-60mph: 17sec **Weight** 1588kg (3500lb) **Fuel consumption** 20mpg **Cost new** £3012 (1962) ***Classic Cars* Price Guide** £32,000-£80,000 (TD21 convertible; £12,500-£30,500 for TD21)

Both smooth and comfortable, Alvis ideal for cruising

'I'm getting a bit of the workout,' Howard says. 'When you're going along it's OK, but when you're parking it's hard work. It's got to be moving, and then the weighting is perfect. You would get used to it, or you could perhaps add electrical assistance – the great thing about those systems is that they make parking a lot easier but switch off at speed, so the steering feel on the open road is the same as in a standard car.'

The Alvis is too big and too softly sprung to be happy hustling down country lanes. 'It's not that sort of car,' Howard says. 'It's really an A-road cruiser. It's a soft, comfortable, smooth sort of experience. I could drive it all day. The closest car I've owned – though it's different because of the engine – would be the Jensen Interceptor. If the Alvis were mine, I would take it to France, drive it through mid-Wales, or do the North Coast 500 in it. My wife wanted to do that in our modern Lexus because it's more comfortable than my MG or Stag, so perhaps I need an Alvis.'

Although Howard owns two classic convertibles, his dream TD21 would probably have a roof. 'I think ideally I would go for the coupé,' he says. 'The fact that I would be saving probably the best part of £50,000 by going for the hard-top car wouldn't hurt, either – they're much more attainable. It's looks great in this colour, but I think it would really suit a light blue.'

Howard is warming to the idea of actually adding an Alvis to his fleet. 'I could swap it for my Stag,' he muses. 'You can get three people in that, not really four. This would be much more comfortable. It also has a decent-size boot. For a long trip there would be enough room for my wife's suitcases,' Howard says, before adding, 'I'm not sure what I would do with mine, though.'

The Alvis has done more than enough to maintain its place on Howard's list of dream drive classics. 'It's smooth, comfortable, bespoke, high quality, and handbuilt – all the classic things,' he says. 'That's why it holds such an appeal. I'd probably prefer the coupé, but then again, the more I've driven this convertible the more I have liked and enjoyed it, and on a sunny day like today it's just ideal. Maybe I need a coupé fitted with a big sunroof. But really, either would do, wouldn't it?'

[*Want a Drive?*]

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NEXT MONTH: MINI COOPER

HOWARD CHICK'S CAR CV

1970 MGB ROADSTER
'The first car I ever bought, and still the car I've had the most fun in. I still have it.'

1990 OPEL MANTA GT
'White with twin headlights ,and this was my first company car, it was cool!'

1996 AUDI 2.6 COUPÉ
'Bought new, pearlescent blue and nearly half the cost of an S2 which I would have loved.'

1973 JENSEN INTERCEPTOR MKIII
'I gave a friend a ride in it, and he said it was the fastest armchair he'd ever been in.'

1995 AUDI S2 COUPÉ
'Another dream car; blue, fast and comfortable, very understated and my current daily driver.'

1972 TRIUMPH STAG
'I've restored this and yes, I have moved the seat back! It's fun both down the lanes and cruising. Another car I still have.'

1966 Aston Martin DB6 Mk1 Vantage - Manual
ESTIMATE: £200,000 - £250,000

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AMG SLs and Golfs trade places

Aston Martin DB6 price reset continues and restorations don't add up

Have Aston DB6 values plateaued yet? Over the last few years auction hammer prices have tumbled, depressed by a flow of indifferent DB6s coming out of a large, dispersed UAE collection, most with lost histories and needing work after decades in storage. Last year one of those cars, an older restoration 1970 auto on static display for 14 years, made £132,500 – a low point for a together, but needing major recommissioning, DB6. Or so we thought.

But this April, Bonhams sold a similar, but much better, 1970 MkII automatic in Silver Birch with blue leather, factory converted to Vantage spec in period for just £155,250. ARP 363J had a long and detailed history back to 1975, only four previous owners, and bills for an older chassis/sill restoration and engine and gearbox rebuilds. A regularly used, patinated DB6, needing light fettling.

Then, later in April, Mathewsons sold a 1969 MkII manual, unrestored but beautifully mint and original with 'extensive history' and a sheaf of previous MoTs for £200,000. SVJ 342H had never been taken apart, just conscientiously maintained and cherished and looked absolutely stunning. And just to remind us how DB6 values have softened, back in the palmy days of 2015, Bonhams sold a similar MkII 1970 Silver Birch auto that wasn't nearly as nice or with such a comprehensive history as the Mathewsons' stunner, for £281,500. Ouch.

So, what we can glean from the sort of price swings we normally see in the stock market? Project DB6s needing £150k restos just don't make sense anymore. At auction, faded but running older restoration autos need to be around £120k-£140k. Nice and well-maintained manuals requiring gentle freshening should be about £160k. And mint manual examples in really superlative condition with history need to be £200k-£240k. Add another £30k if it's a proper factory Vantage, deduct £10k for automatics and then understand that dealer prices – there are lots of DB6s with the trade – will be higher. Oh, and Volante convertibles are still strong money. Fingers crossed these prices don't fall further.

'So, what we can glean from the sort of price swings we normally see in the stock market?'

A tough choice – Mercedes-Benz SL55 or SL63 AMG?

Here's a dilemma. Do you buy a really nice, early 2000s, low mileage Mercedes R230 SL55 AMG for around £20k or an equally fine 2013 R231 SL63 for a couple of grand more? In April, H&H sold a lovely Obsidian Black 2003 SL55 with 36,000 miles and one owner for £19,969. But on the Collecting Cars website, a Tenorite Grey, three-owner, 52,000 mile, 2013 SL63 with ten stamps made £22,968.

A generation apart, both have glorious rumbling AMG V8s, and one is a neo-classic, the other a modern supercar. I'm lucky to have owned both models and remember them as similarly urgent. The 63 is refined, poised, full of standard kit and never stops accelerating. The 55 on the other hand is raw, fierce and noisy so feels much faster – although it's not. I've visited France in both, and in the 63 I felt as fresh as a daisy, but in the 55 I needed earplugs and a lie down. And that's the difference. Technological refinement versus loud, old-school brawn. As the price graphs of these two SLs cross, modern buyers will have to face this tantalising choice.

Being brutally practical, it would have to be the later SL because it would likely be more reliable than the R230 that came with plenty of glitches – not least its tricksy folding roof. By the time Mercedes fielded the SL63 (and 65) most of the electrical issues were sorted. But it wouldn't attract as much attention or make as much noise as the gloriously full-throated SL55. One thing's definite though – that we have the opportunity to choose between such magnificent Mercs for £20k should make us all burst out cheering.

MORE QUENTIN WILLSON P37

Golf MkI convertibles of all types taken more seriously

First and second-gen VW Golf GTIs are hot. These days £25k isn't unusual for well restored or original specimens – especially Campaign MkIs and mint 16-valve MkIIs. Now it looks like values of the convertibles are climbing too. In April, a last-of-the-line special edition 1992 Rivage sold on Collecting Cars for £22,001 – one of the highest auction bids ever for a MkI Golf GTI soft-top.

And it was lovely. With 27,000 miles, two owners – the last for 32 years – and one of only 470 UK-sold Rivages, in rare Classic Green with beige leather and a power roof. Given its spec, colour combo and time warp nick, I'd say this was on the cheap side as finding another Rivage in such preservation class condition for that money would take some doing. J375 PDD was original and unmodified, wearing its first paint and sporting its factory Rivage stickers on both rear wings, there were only minor paint chips and a couple of finger-tip parking dents to sort.

For market context, there's another – 1991 – Rivage for sale with a dealer in Hampshire for a fiver under £40,000 with 16,000 miles, so we know the trade has spotted the latent potential. We should expect more price rises. Consider any sensible mileage, proper MkI Golf cabriolet as a very safe bet. These are handsome, reliable, easy to own, drive, maintain and insure, modern classics that are looking increasingly charismatic. Start looking now because the few cheap decent cars still out there will get snapped up. We arrogant blokes used to haughtily dismiss them as girlie Golf glamwagens. How wrong we were.

ASK QUENTIN

Not sure whether now's the right time to buy, sell or hang onto that classic?

Email *classic.cars@bauermedia.co.uk* with **'Ask Quentin'** in the subject line.

Sell my spicy DB6 now or later?
I have a beautiful 1969 Aston Martin DB6 Vantage in Silver Birch with only two previous owners, the second for 31 years, and I've owned and pampered it for 18 years. It had a 4.2-litre RS Williams engine upgrade completed in 2021, under 6000 miles ago. Having just turned 80, I need to change to a more sedate 'old boys automatic cruiser'. Since I had it valued in 2023 at £375,00-£400,000, prices seem to have dropped substantially – the *Classic Cars* Price Guide from June 2025 shows £355,000 for a top notch one but auction results I've seen are much lower. Should I bite the bullet now or hang on for a couple of years?
Neil Kiley

DB6 values have fallen substantially since 2015 – like the rest of the market – but they were hyped to such a level that in some cases the decline in value has been as much as £100k. But yours sounds lovely, and as a factory manual Vantage with only two owners and an RSW upgrade, it's definitely special. For context, a mint unrestored but perfect, non-Vantage manual MkII DB6 was recently sold for £200k at auction. So, I'd see yours at between £230k and £250k at auction, perhaps £275k in a private sale. I can't see prices coming back to previous levels, so I'd sell now. Since you bought it 18 years ago, I hope you'll still see a decent profit, not to mention the joy of owning such a fabulous Aston for so long.
Quentin Willson

Future values for 928 and 840?
Any thoughts on whether a Porsche 928 or BMW 840 would be a better bet to invest in as a modern classic that's likely to appreciate?
Neil Tyler

Neither the 928 or 840 are likely to rise in price significantly, unless they're ultra-low mileage and time-warp perfect. Prices of both are pretty flat right now. I'd suggest a BMW 850 with the V12, and for investment, the CSi manual. I've just tipped the six-speed version as a rising star Smart Buy – *Classic Cars*, June 2025 – because it was made in very limited numbers and uses a similar engine to the McLaren F1. Prices are climbing fast but there are still a few being advertised at between £45k and £55k. Others are up at £100k. You'd better be quick. If you do bag one, tell us all about it. And good luck!
Quentin Willson

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see page 32

Nigel Boothman's market analysis

All eyes turn to Italian results

Lake Como or Milan? Rival sales produce impressive headlines for cars from all eras

There was a resounding win for Broad Arrow's star lot at its Villa d'Este sale on 24-25 May – the 1948 Ferrari 166 Spider Corsa featured in our May issue sold for €7,543,750 (£6.42m) on a €5.5m-€7.5m estimate. Encouraging results spanned all eras, book-ended by €569k (£484k) for a 1939 Lagonda V12 Rapide DHC and €445k (£379k) for a 2006 Mercedes CLK DTM AMG Cabriolet. The 1980 BMW M1 Procar lookalike owned by Boney M creator Frank Farian passed its top estimate to hit €602,500 (£513k). A 2003 Honda NSX-R finally showed the potential of the rare lightweight version of this sensible supercar, with a startling €934,375 (£795k) result.

What missed the mark? A few Fifties staples; a Mercedes 300SL Gullwing failed to sell with a £1.2m low estimate and a soft-top 300SL Roadster managed an un-spectacular £857k. A BMW 507 Roadster (estimate: £1.7m-£2.0m) and a 1958 Lancia Aurelia B24S Convertible (£170k-£212k) also returned to sender.

Two days earlier, RM Sotheby's conducted a new sale in Milan, offering a modest 38 lots and selling only 19. Among those that did shift were some dazzlers, including a new record for a late-model Lamborghini Countach (see Market Headliner, p18). A well-hyped 1971 Lamborghini Miura SV, illustrated here and driven by Chris Harris for a YouTube video before the sale, surpassed our top guide figure to hit €3,942,500 (£3.35m). A Ferrari F40 in the preferred non-cat, non-adjust specification took €2,817,500 (£2.4m). As at Broad Arrow, CLK DTM AMG Mercs made good money while 300SLs struggled. So did a sextet of rare-groove competition 911s, with a total of five failing to sell – better marketed in America, perhaps.

Fetching €3,942,500 (£3.35m), this 1971 Lamborghini Miura SV dazzled at the RM Sotheby's May 2025 sale in Milan

Market indicators *Evergreen British and Italian classics on the rise and is there more mileage in low-distance Eighties cars?*

2003 Range Rover Vogue 4.4 V8, £11,138
Iconic Auctioneers, Wheeler Dealer Live, 1 June
These L322 Range Rovers have stopped depreciating – at least the decent ones. Eleven grand is a lot for a 22 year-old, 106,000-mile Rangey, no doubt itching to bite you in the wallet with a variety of electronic and mechanical failings. But they're so good when they're going well, and frankly no more of a misery to fix than the following model… why not spend a bit extra to get one in a great colour like Epsom Green?

1978 Alfa Romeo Spider 2000, £19,768
Brightwells Online, 10-14 May
We covered an Eighties Spider S3 that sold in last November's chilly drizzle for £4400 and now the sun's out, the nicest Seventies Spider 2000s are passing our guide's 'mint' price of £18,000. This car was appealing but another Alfaholics-prepped example in red went even higher (£23,063) at Iconic's Bicester sale. Two reasons: it's summer and rising prices for other Sixties and Seventies Alfas are dragging the Spider upwards.

CLASSIC CAR AUCTIONS. REIMAGINED
H243 YCP

1990/1991 Ford Escort RS Turbo, £19,837
Barons Manor Park, Southampton, 10 May
Away from the occasional freak prices for almost unused examples of these front-wheel drive fast Fords, it looks as though we're seeing £20,000 as a good target for nice, well cared-for Escort RS Turbos. This example had 51,000 on the clock and was pleasingly unmodified; it looked the right compromise of being smart enough to show but not such a tiny mileage as to be harmed by a bit of enjoyable use.

Ex-Schumacher Formula one racing car hits £13.5m

The 2001 Monaco GP-winning Ferrari F2001, driven to victory by Michael Schumacher in that race and the Hungarian GP of the same year, sold for €15.98m (£14m) in a single-lot auction styled by RM Sotheby's as 'The Schumacher Crown Jewel'. The sale took place over the weekend of this year's Monaco Grand Prix in May and represents a significant new record for Formula One cars of the V10 era.

This one had everything going for it: the Hungarian GP win clinched the title; his fourth, and the second constructor's title in a row for Ferrari, making it the first time the team had achieved this feat in the Formula One era. Design for that year's car was overseen by Rory Byrne, with Jean Todt and Ross Brawn in charge. The car showed a light but convincing patina and is complete.

It's not the first time an ex-Schumacher car of this era has fetched a huge sum – his F2003-GA Ferrari sold for €11.61m (£9.9m) in 2022. With technical challenges in running such cars, never mind driving or demonstrating them, they tend to become static exhibits. Closer to the fine art market?

Shell
Bridgestone
FedEx
TIM
POTENZA

Treat on a Budget – 1968 Daimler Sovereign, £2998

Our perception for the way a classic car should look has shifted a bit. In the Nineties it was still okay to run 'a good ten-footer' without feeling like you had to make immediate plans to re-paint it, but as more cars pass through restoration and modern classics age so much slower, tatty chariots like this Daimler offered by WB & Sons of Newcastle at its 7 June sale, are seen as infra-dig. Hence this tiny price, just missing the gloomy £3000-£4000 estimate. True, the flat Cashmere paint had every skin disease going when you looked closely – micro blisters, flakes, scratches, rust blebs – but nothing suggested galloping rot beneath, more a hasty blow-over on a poorly-prepped surface.

The Daimler Sovereign was more expensive than the Jaguar 420 on which it was based, and this one's lovely old red leather cabin showed why. They're better to drive than Mk2 Jags thanks to IRS, and Daimler versions are scarce now. Starting on the button and driving well, it's hard to find so much Sixties East End gangster chic for this price.

1991 BMW M5, £43,785

Iconic Auctioneers, Supercar Fest, 17 May

With houses, it's location, location, location; with fast Fords and German performance cars it's mileage, mileage, mileage – this result for an E34 M5 is £15,000 more than our top guide and it's not even a rhd car. What it does have is an odometer reading of 19,500 miles and a manual gearbox. An automatic Alpina B10 in the same sale – a rarer car and the same E34 basis – with nearly 50k miles fetched £27,562.

1961 Jaguar Mk2 3.8, £76,500

H&H Classics, Buxton, 21 May

This is 50 percent over our top guide for a 3.8-litre Mk2. Why? The car was extensively restored and subtly upgraded by JD Classics before its collapse and had been independently assessed as the best money could buy. Like the immaculately restored and near-£150k E-type S1 FHC featured last month, the very best cars of their type can still smash any guide price and buck a downward trend.

PRICE GUIDE MOVERS

On the up

A new generation of empty-nesters want the hero cars of their youth

Make and Model	Year	Concours	Mint	Good	Rough	% up
BMW M3 CSL (E46)	03-05	72,500	52,500	32,500	21,000	+5.0%
Datsun 280ZX/2+2	78-83	16,000	11,000	5250	2400	+7.4%
Ferrari 275GTS	64-66	1.25m	1.05m	950,000	795,000	+4.2%
Ferrari F355 GTS/Spider	95-99	75,000	62,000	48,000	37,500	+3.4%
Ford Escort GT/Spt/1300E	68-75	22,000	15,000	7500	4000	+3.4%
Ford Capri RS3100	73-74	59,500	46,500	27,500	18,500	+5.6%
Ford Fiesta XR2 MkI	81-83	21,000	14,500	6750	3000	+4.0%
Ford Sierra RS Cosworth	85-87	70,000	47,500	23,500	14,000	+6.9%
Ford Escort RS Cosworth	92-96	56,000	46,500	33,000	24,000	+2.3%
Honda S2000 (AP1)	99-09	14,000	11,500	6000	3250	+2.4%
Lamborghini Miura SV	71-75	3.3m	2.6m	2m	n/a	+11%
Mercedes-Benz 300SE-500SE	80-91	9750	6250	2200	850	+7.0%
Peugeot 204/304 cabrio	67-75	11,500	8250	3650	1600	+1.3%
Peugeot 309GTi	87-93	12,500	9000	4000	1500	+19%
Porsche 911SC 3.0	77-83	60,000	44,000	25,000	15,000	+4.0%
Porsche 911 Carrera RS (964)	92-94	275,000	205,000	165,000	132,500	+3.0%
Porsche 911 Carrera (993)	94-97	64,000	47,500	32,000	22,500	+5.7%
Porsche 911 Carrera RS (993)	94-95	340,000	277,500	235,000	185,000	+3.2%
Singer Gazelle saloon	55-67	7500	5000	2250	950	+2.1%
Triumph 2500S	75-77	11,000	7000	3000	1400	+20%
Triumph Stag	70-77	22,500	14,500	6000	2000	+2.4%
Tucker Torpedo	48	1.25m	1.1m	950,000	725,000	+1.6%
Volkswagen Karmann-Ghia T-34	62-69	24,000	15,000	6500	3250	+3.7%
Volkswagen Golf GTI MkI	75-84	25,000	16,750	7000	2750	+1.8%
Volkswagen Golf GTI MkII	84-91	22,000	15000	6250	2000	+3.0%
Volkswagen Corrado G60	90-92	11,500	8000	3500	1400	+12%
Volvo 244/264 sal/est	74-79	8250	6000	2650	1250	+16%

On the Slide

Multi-million dollar cars hit by recent exchange rate adjustments

Make and Model	Year	Concours	Mint	Good	Rough	% dn
Alfa Romeo Spider S2	69-82	26,500	17,000	8000	3000	-5.4%
Aston Martin DB7 GT/GTA	02-03	40,000	30,000	22,000	16,500	-4.0%
Austin-Healey 100 BN1/2	53-56	60,000	42,000	27,000	18,500	-4.2%
Austin-Healey 100M	55-56	105,000	85,000	60,000	40,000	-3.5%
Austin-Healey 100S	55	550,000	460,000	385,000	330,000	-5.2%
Bentley S1 saloon	55-59	37,500	26,500	14,000	6750	-3.8%
Bentley S1 Cont P Ward con	55-59	575,000	390,000	265,000	195,000	-8.7%
BMW 328 roadster	36-39	650,000	510,000	420,000	325,000	-2.6%
Bond Bug	70-74	14,000	9000	5000	2500	-6.1%
Daimler DB18 con	39-50	25,000	18,000	9250	4750	-3.4%
Daimler 4.2 coupé	75-78	23,000	14,000	6750	3500	-6.4%
Daimler Double-Six Coupé	75-77	26,000	16,000	8500	4000	-7.5%
Ferrari 250GT Cabrio S1	57-59	4.4m	4m	3.65m	3.3m	-3.5%
Ferrari 250GT Berlinetta TdF	57-59	4.1m	3.75m	3.25m	2.95m	-6.3%
Ferrari 250 California Spider lwb	58-62	7.5m	6.75m	5.9m	5m	-2.9%
Ferrari 250 California Spider swb	60-63	13m	12m	11m	10m	-8.0%
Ferrari 250GT SWB (steel)	60-63	7m	6.4m	6m	5.6m	-3.0%
Ferrari 250GTE 2+2	60-63	330,000	250,000	195,000	142,500	-2.9%
Ferrari 250LM	64-66	15m	13m	11m	n/a	-3.9%
Ferrari 250GT Lusso	62-64	1.25m	1m	895,000	735,000	-4.1%
Ferrari 400 Superamerica	60-64	1.85m	1.7m	1.5m	1.4m	-5.1%
Ferrari F40	88-92	2.5m	2.1m	1.5m	1.25m	-3.8%
Jaguar XJ6 Coupé	75-78	22,500	13,000	6500	3250	-8.0%
Jaguar XJ12 Coupé	75-78	25,500	15,000	8000	3850	-9.7%
Jowett Jupiter	50-54	28,000	22,000	15,000	8000	-6.4%
Lanci Fulvia HF SI/SII	68-72	48,000	34,000	20,000	12,500	-5.7%
L-R Range Rover 4.2LSE	92-95	28,000	17,500	6500	2000	-3.2%
Lotus Seven SII	60-68	33,000	22,000	14,000	9000	-2.8%
Lotus Elan Sprint con	71-73	46,500	36,500	24,000	15,000	-2.4%
Lotus Europa S2	67-71	18,500	13,000	6850	4250	-3.6%
Lotus Europa TC/Special	71-75	28,000	20,000	11,000	6000	-4.0%
Maserati 3500GT Spider	58-64	450,000	400,000	330,000	250,000	-4.1%
Maserati Mistral Spyder	64-70	425,000	365,000	275,000	200,000	-9.2%
Mercedes-Benz 540K Cabrio A	36-39	1.9m	1.4m	1m	900,000	-5.0%
Mercedes-Benz 300SL Gullwing	54-57	1.45m	1.15m	950,000	750,000	-2.8%
Mercedes-Benz 300SL roadster	57-63	1.4m	1.1m	800,000	625,000	-3.1%
Mercedes-Benz 220SEb cabrio	61-65	100,000	67,500	36,500	22,500	-2.6%
Mercedes-Benz 250SEC/280SEC	65-69	55,000	37,500	22,000	13,500	-2.6%
MGA Coupé	56-62	23,500	16,000	10,000	6000	-3.1%
Morgan Plus 4	88-00	21,500	17,000	12,500	8500	-7.8%
Rochdale GT	57-61	13,500	8750	4500	2500	-3.3%
Rochdale Olympic	60-73	11,750	8000	4000	2250	-2.8%
Rolls-Royce Silver Ghost	07-14	1.5m	1.35m	1.1m	875,000	-4.5%
Sunbeam Tiger II	67-68	77,500	57,500	31,000	23,000	-3.6%
Talbot-Lago T150 SS 'teardrop'	36-39	4.4m	3.7m	2.9m	2.2m	-2.6%
Talbot-Lago T26 Record Cabrio	47-50	175,000	145,000	92,500	60,000	-3.0%

Late-model Countach cuts loose

Run-out edition Lamborghini smashes estimate to join the seven-figure club

We have become used to the idea that the scarce and special Lamborghini Countach LP400 'Periscopio' is a million-dollar car, and occasionally a million-pound car too. Our Price Guide suggests £975k as the top whack for a concours example, which would be just a single bid away from seven figures. Yet at RM Sotheby's sale in Milan on 22 May, an example of the much more numerous 25th Anniversary version that ran from 1988-1990 soared to a similar level.

Estimated at €450k-€650k (£380k-£550k), the bids kept rising in €50,000 jumps to sell for exactly €1m, adding up to €1,130,000 (£953k) with the buyer's premium. That is three-and-a-half times the £275k concours figure for this model in our Price Guide – surely a record. The Countach 25th Anniversary was the final major change in Countach production, an extended run-out edition with some tweaks to improve refinement and a bodykit styled by Horacio Pagani. It's thought 657 of them were produced, making it the most numerous Countach behind the 610 LP5000 models built from 1985-1988, the 321 LP500s made from 1982-1985, and the 237 LP400s produced from 1978-1982. Only 157 of the original 'Periscopio' cars were produced.

All this would suggest that the later the Countach model, the less valuable it should be, if value were dictated by rarity alone. But there are other factors to consider. This immaculate black 25th Anniversary example from 1990 had covered only 12,433km from new and had been in the hands of one Italian owner for the last 21 years. Tiny mileages can do unpredictable things to auction results, never more so than for younger classics where the importance attached to time-warp survivors is enormous. Secondly, the specification would be most people's ideal for this model – Nero over beige trim, surely far cooler than the screamingly Eighties scarlet or toothpaste white.

‘Is the Countach going to become more desirable as a bodykitted symbol of Eighties excess rather than as Gandini’s concept-like original?’

But this then asks if the Countach is going to become more desirable as a bodykitted symbol of Eighties excess rather than as Gandini’s pure, concept-like original from 1973? Younger buyers have already inflated the market for early M-series and Alpina BMWs, pre-merger AMG Mercs and the first Porsche icons from tuning houses like Rüf. Add changing fashions and the fact later Countachs are easier to drive and less torturous to occupy than the first, and you start to see the logic of this result.

That said, it remains an outlier for now. It will be interesting to see whether the catalogues for the major sales at Monterey week in August sport a sudden crop of younger Countachs. That’s possible, but the other surprising factor in this sale was that it was a new event for RMS, close to the centre of Milan and not part of any established concours or other sale series. Maybe the Countach is strongest in its home country, or perhaps this is the start of a purple patch for these always-exciting supercars.

It’s usually early model examples of Lamborghini’s wedge-shaped supercar that achieve the highest values, but because this 25th Anniversary reached similar heights recently, is the bull now on a resurgent charge?

Classic Car Register to boost clarity

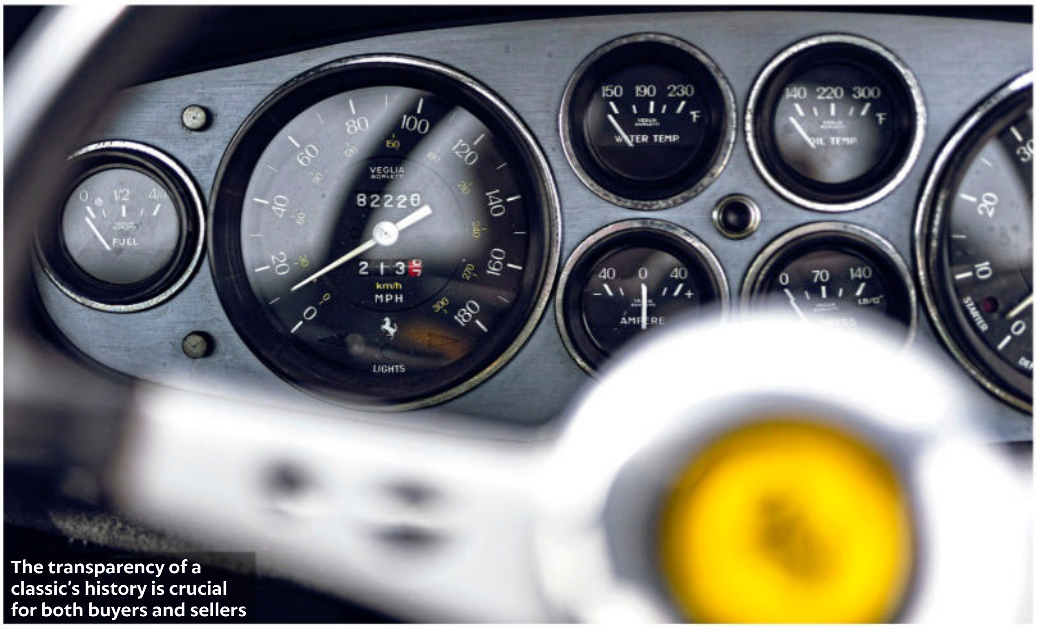
New database aims to prove provenance and confidence

June saw the launch of The Classic Car Register, a new database from a due diligence specialist already responsible for registers of fine art and collectible watches. The database provides access to more than half a million records of cars sold at auction, going back to the late Sixties. As part of its pilot test, it has helped secure the return of a 1972 Ferrari 365 GTB/4 Daytona, stolen in 1977 from Monza in Italy.

In the previous issue of *Classic Cars*, we highlighted some of the problems that make it difficult to recover stolen classics, of which identity is just one. Julian Radcliffe, chairman of The Classic Car Register, explained the starting point for this new database.

'We're currently providing searches for auction houses and extending our data gathering to car clubs – who will be able to redact owner information – and next year, to restoration specialists as well. Eventually, we aim to make the database available for private searches too. In the meantime, owners will soon be able to add their own cars to the database. Our aim is to provide both buyers and sellers with the confidence that the car they're dealing with is exactly what it claims to be… transparency protects everyone.'

Further information can be found at *classicprovenance.com*.



The transparency of a classic's history is crucial for both buyers and sellers

UPCOMING SALES

JULY

Wed-Fri 30-1 Aug, North Yorkshire. Mathewsons Online, Thornton-Le-Dale, Pickering. *mathewsons.co.uk*
Thu 31, Dorset. South West Vehicle Auctions' Summer Classic, Parkstone. *swva.co.uk*

AUGUST

Sat-Wed 2-6, Herefordshire. Brightwells Classics and Modern Classics online. *brightwells.com*
Sat 9, Hampshire. Barons Manor Park Auctions, Southampton. *barons-auctions.com*
Wed-Thu 13-14, California. Broad Arrow Auctions, Monterey Jet Center, Monterey. *broadarrowauctions.com*
Thu-Sat 14-16, California. Mecum Auctions Monterey sale. *mecum.com*
Fri 15, California. Bonhams, Quail Lodge Golf Club, Carmel. *bonhamscars.com*
Fri-Sat 15-16, California. RM Sotheby's, Monterey Conference Center. *rmsothebys.com*
Fri-Sat 15-16, California. Gooding & Company, Pebble Beach Parc du Concours. *goodingco.com*
Sat 16, North Yorkshire. Cheffins Vintage Auction, Harrogate. *cheffins.co.uk*
Fri-Sun 22-31, Cheshire. Hampson Marketplace Online. *hampsonauctions.com*
Fri-Sat 22-23, Northants. Silverstone Festival Collectors' Cars sale, Silverstone Circuit. *iconicauctioneers.com*

Forecourt View

'The Seventies and Eighties Aston Martin V8s are on trend; we see a generational shift taking effect,' says Neal Garrard of Nicholas Mee & Co. 'Very few have had nut-and-bolt restorations compared with the DB generation, because the value hasn't been there and many of them still don't need it. We can offer fine original cars with patina, age and character, but managing expectations of customers who come to them from owning new sports cars can be interesting. We have an excellent 48,000-mile example with a recent £40,000 engine rebuild; it's a rare five-speed manual Oscar India car and at £195,000, it's a lot less than you'd spend to get an average V8 to the same standard. Also tempting are the Virage-shape V8 Coupés from 1996 onwards; better than the Virage itself but still handbuilt and very rare. At £90,000-£100,000 for a nice example, they look investible.'

NICHOLAS MEE & CO

IN THE TRADE

SUNDAY 1ST JUNE 2025 - BICESTER HERITAGE, OX26 5HA
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£6500 RAISED FOR BICESTER
Following the fatal fire at Bicester Motion in May, it was unclear whether the planned sale from Classic Car Auctions/Iconic Auctioneers would go ahead, but the decision was made to stick with the 1 June date for the *Wheeler Dealers Live* event. A strong turnout keen to show its support resulted in donations of £6500, which will go to the families of those affected by the events on the night of 15-16 May. Fifty percent of the auction catalogue's £10 cover price made up part of the donation.

RMS OFFERS DAYTONA TRIO
What do you do with a Holy Trinity of Ferrari Daytonas – Spider, Berlinetta and Competizione – that are too special to dilute in an auction catalogue? RM Sotheby's has decided to offer all three for sale by sealed bid with the same late June deadline, just as we went to press. The Competizione is a factory-built car with five Le Mans starts and a $5.5m-$7.5m (£4.1m-£5.5m) estimate. The highly original and 2000-mile 1972 Berlinetta is estimated at $500k-$800k (£368k-£588k).

ZOUTE AND ZÜRICH FOR BA
Broad Arrow, the US auction firm from the Hagerty stable, continues its march into the European market with two significant sales later this year. The Zoute Concours Auction, will be held at Knokke-Heist during the Zoute Grand Prix Car Week from 8-12 October, and in direct competition with the established Bonham's sale at the same event. On 1 November, Broad Arrow will launch a new sale at the Auto Zürich show, based at the Dolder Grand Hotel (pictured) overlooking the Zürichsee.

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Historied racers, but drivers didn't hold back

Back to the Nineties at Brands

Kent circuit goes all-out on circuit racing nostalgia with Super Touring Power event

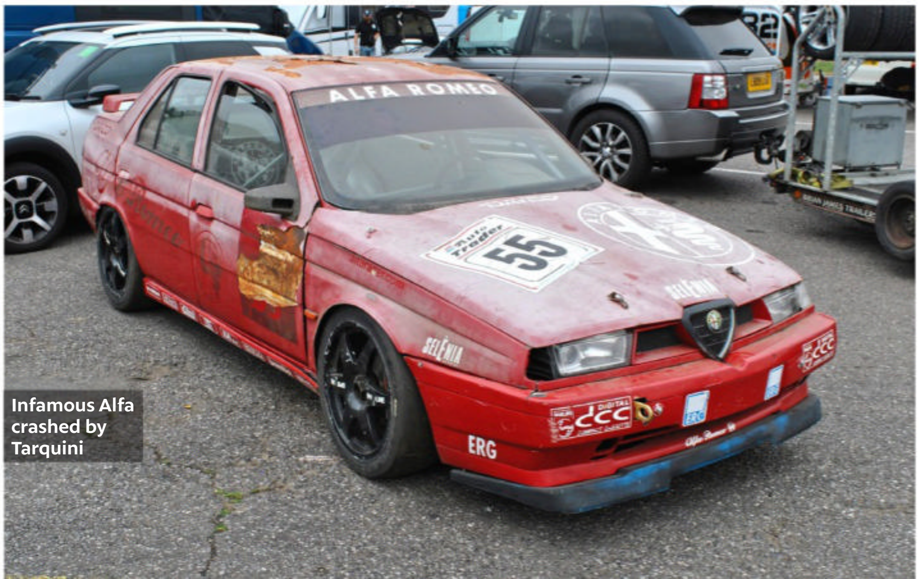
Continuing the rise of one of the fastest-growing events on the calendar, Super Touring Power returned triumphant to Brands Hatch. Ostensibly a celebration of all things tin-topped, the on-track action encompassed everything from the Fifties to the 2000s, including wild Seventies super saloons and Australian V8 Supercars. But the Nineties stole the show. In the paddock, clubs recreated manufacturers' displays with mint surviving road and promo cars; visitors walked through a classic parking area en route to the action, Britpop blared from the speakers, and a suite of Playstations ran the classic *TOCA Touring Cars* videogame.

Alfa Romeo 155 Silverstone

Displayed in the paddock in all its rusty, battered glory, this Alfa is potentially one of the Super Touring era's most infamous cars. 'It's reputedly the Tarquini Knockhill crash car, patched back together as a promotional show car after the accident,' said Alfa Romeo expert Chris Snowdon. After Alfa was banned from using its legally questionable adjustable aerodynamics mid-way through the 1994 season, Gabriele Tarquini's 155 clipped a kerb entering Duffus Dip at Knockhill, the sudden lift flipping it into six barrel-rolls. Amazingly, Tarquini walked away completely unharmed and ultimately salvaged his championship lead, but the car was a wreck.

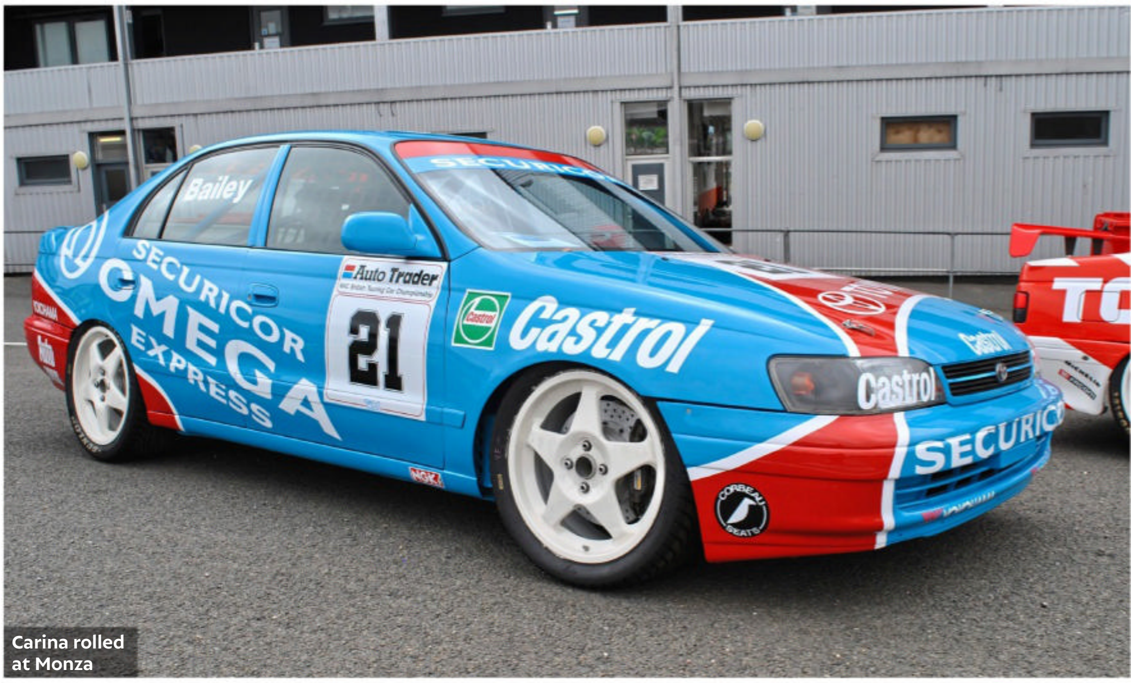
'There are conflicting stories regarding this car,' Snowdon said. 'I bought it from Alfa GB, which said it was the Knockhill car, but Tarquini himself has since said it was the car he crashed at Snetterton. That said, Tarquini claimed to have driven the Knockhill car again later in the season, but after the crash it was deemed unraceworthy. I've studied the crash footage and the damage to this car, including to the underside, is consistent with the Knockhill incident.

'Either way, it was taken back to Italy and rebuilt with various parts from 1993-season Italian Super Touring 155s – wheels, door mirrors – but the rear suspension mounting was still

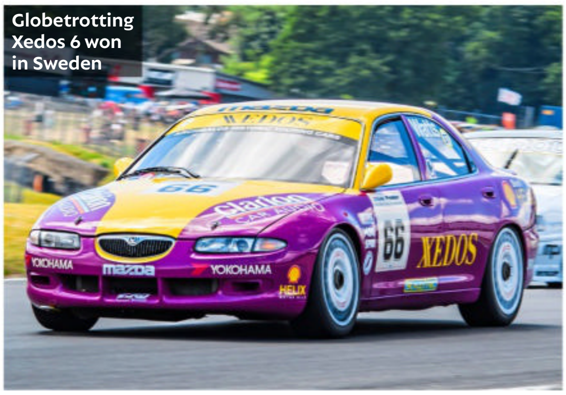


Infamous Alfa crashed by Tarquini

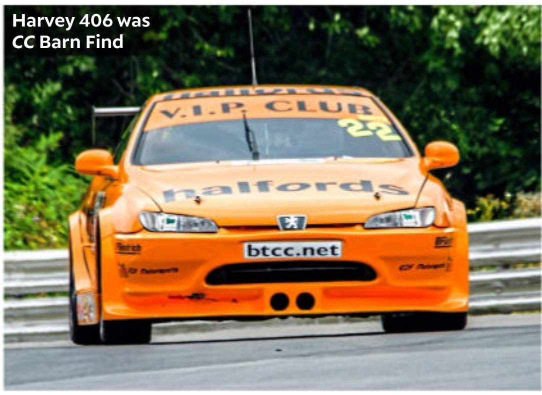
PEUGEOT 406
26
ESSO
ULTRON
406



Carina rolled at Monza



Globetrotting Xedos 6 won in Sweden



Harvey 406 was *CC* Barn Find

broken, and a right-hand strut was used on the left side, just to patch it up. It did a tour of UK Alfa dealerships, as well as going on display in the paddock, following the team around in 1995. I sold it to Gary Lucas, who got it running again with a Lancia Delta Integrale engine, but then he moved to Tasmania and put it up for sale. Instead, it sat outside for 20 years, going rusty.'

New owner of the car Titus Rowlandson has decided to restore it. 'It'll go back to 1994 BTCC specification,' he said. Not to race though – I'm not a racing driver, more a mechanic who appreciates Abarth engineering.'

Toyota Carina E GTi

Another infamous Super Touring crash survivor, this mid-restoration Carina was the car which caused Murray Walker to infamously quip 'The car on its roof is a Toyota' at the 1993 Silverstone Grand Prix support race. Julian Bailey crashed into team-mate Will Hoy, flipping his car, while the pair were headed for a one-two finish, ultimately gifting Nissan its first-ever BTCC win.

Post-crash, Bailey's car wasn't as badly damaged as Hoy's, and went on to win the next race, at Knockhill. However, after the end of the season Hoy, Bailey and the Toyota GB team contested a race at Monza, where it was this car that found itself flipped on its roof.

Toyota GB took the car back and, as per Alfa Romeo, rebuilt it as a promotional car, with a new roof, and suspension taken from Andy Rouse's 1992 Carina. Photographer Jakob Ebrey bought it as a part-finished restoration project. 'It has no engine or gearbox as yet, but I do have ambitions of getting it back on track,' said Ebrey. 'The latest stage of the restoration, including the graphics from SDS, was completed this week.'

Mazda Xedos 6

This strikingly unusual Super Tourer was racing in the UK for the first time since 1994, having been shipped all the way from New Zealand to take part. Patrick Watts originally drove it, initially as a single-car team replacing an underpowered 323F mid-way through the 1993 BTCC season. He achieved a pole position in the car at Snetterton, but otherwise struggled to match the might of the better-funded works teams.

'Once Patrick finished with it in 1994, it went to Slim Borgudd, who first raced it at the Touring Car World Cup at Monza, putting it on its roof,' said owner Paul McCarthy. 'He then won the Nordic Touring Car Championship in it, then the car went to the US to be used as a spare car in the North American Touring Car Championship – a series that failed to popularise Super Touring over there.

'It came back to the UK with an owner who intended to club race with it, but never did, so I bought it and brought it back to New Zealand.

'It's remarkably original – someone ran into the side of it at one point and the damage can still be seen – but I don't want to over-restore it. Mazda was tiny compared to the other works teams, and they only had one car for Watts, and then another laterr for Matt Neal, who came along with Team Dynamics money. He had a huge accident in his Xedos, ended up in hospital and was ruled out of the rest of the season.'

Peugeot 406 Coupé

This car, a BTC-T-era challenger from the 2002 BTCC season, once appeared in *Classic Cars*' Barn Finds section. It's now fully-restored and racing this year for the first time in 20 years.

'It had been unloved,' said owner Eddie Farrow, who bought it last year. 'We tested it at Donington earlier this year, but found a lot of problems, and ended up having to change the entire fuel system. We finally got the rebuilt engine back at 2:30am on Thursday morning!'

The car was driven by Tim Harvey in his final BTCC season. He managed routine mid-grid finishes with it culminating in a third place at the penultimate meeting at Brands Hatch, although teammate Dan Eaves secured the Independents' Championship in its sister car. 'After Harvey finished with it, Vic Lee Racing switched to the new Peugeot 307 and the car went to John George, who returned it to the BTCC grid in 2004, but scored no points. It then did a season in Britcar endurance racing, before being mothballed – until it was found in that barn.'

Honda Accord

Another New Zealand visitor was the Honda that last raced in the UK in 1996 driven by David Leslie. One of seven drivers to break the deadlock exerted by the later-banned four-wheel drive Audi A4 Sport Quattro, he scored wins in the car at Silverstone, Thruxton and Donington Park.

Leslie Accord returned from NZ

‘A lot of these cars disappeared, ending up in the hands of people who couldn’t afford to race them,’ said Frank Lyons, who was running the car on behalf of its owner. ‘Then Super Touring cars were outlawed in the BTCC in 2001, but kept running in other countries, so there was a new market for them in Australia and New Zealand. It was a similar situation with Formula 5000 cars in the late Seventies. This car, and many others, ended up racing at places like Bathurst.’

Honda Civic

Although not a BTCC car, this Honda nonetheless has works pedigree. ‘It was built in 1997 by Synchro Motorsport, the racing division of Honda UK in Swindon, to contest the National Saloon Car Championship,’ said owner Chris Beadle. ‘After that season, it switched to endurance racing, with 24-hour races at both the Nürburgring and Spa-Francorchamps.

‘Honda works driver Dave Allan mainly drove it, before switching to the BTCC,’ Beadle continued. Allan drove works Hondas in 2001-2. ‘I built cars which raced against him!’ Beadle added. ‘Alfa Romeos for Gary Ales and Peugeots for Vic Lee. This car disappeared from the racing scene after 2000, but a friend of mine had a Ford Fiesta Cup car that he sold, taking this in part-exchange. I really couldn’t turn down the chance to buy a full works Honda!’

Peugeot 306 GTi-6

Recently restored by PugSport, this Peugeot was originally driven by the Norwegian Roger Möen in the 2001 BTCC, during a brief period when the Championship reverted to including a production car class. Driving for privateer team HTML, Möen finished third in class in the Bowman Motorsport-built car, with 15 class podiums en route including seven wins. Möen, who first raced in the BTCC in 1998, secured a drive with Vic Lee Racing in the 2003 Swedish Touring Car Championship, but the team pulled out through lack of funds after just one round.

Civic was rare works racer

Production-class hero Peugeot now restored

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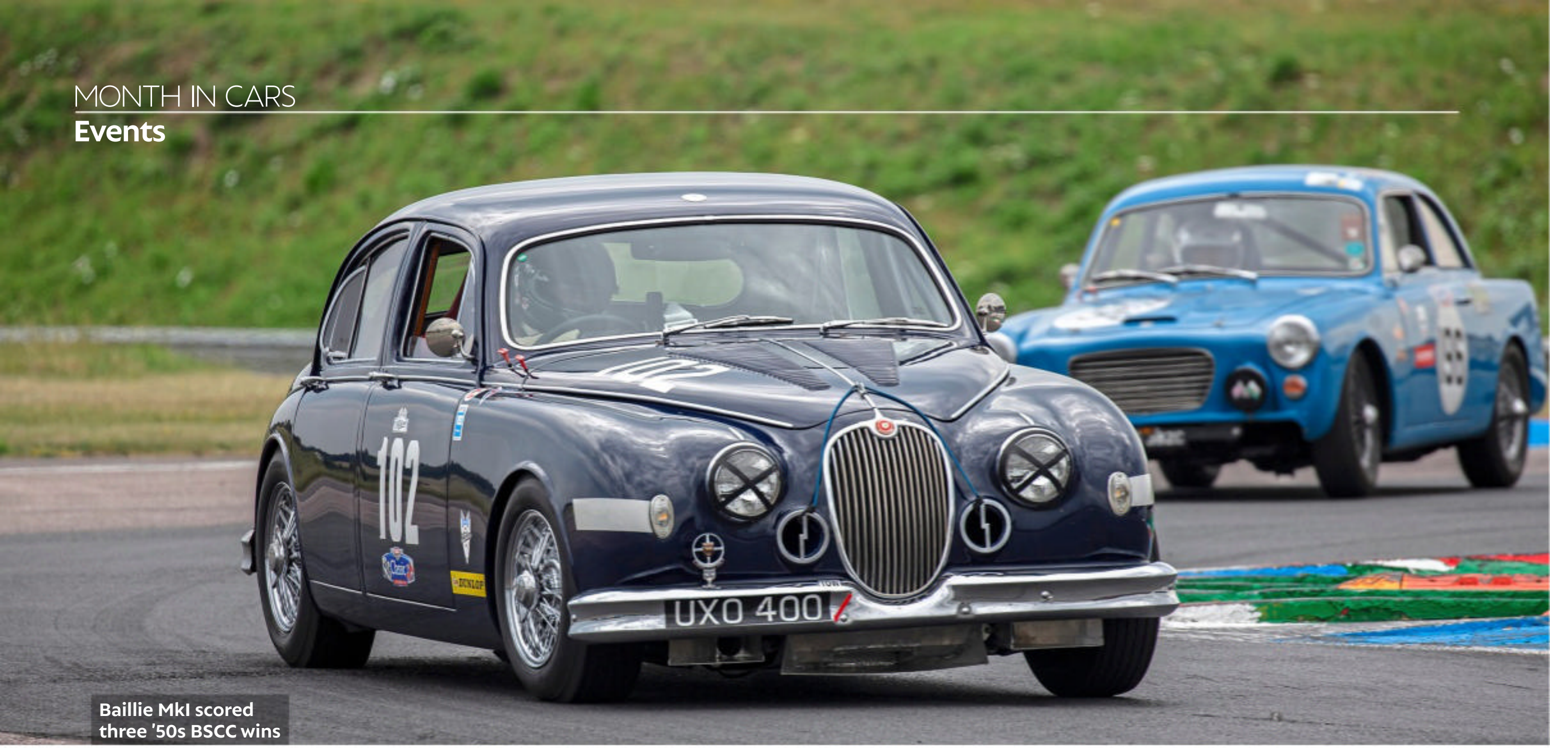

Baillie MkI scored three '50s BSCC wins

Thruxton's Retro Rockets

Ambitious new motorsport and music event aimed for Seventies soul in Hampshire

Colourfully billed as 'Superfunk', Thruxton Retro blended historic racing with a music festival. Picking up on the circuit's signature Jochen Rindt Trophy for Seventies Formula Two cars, the event pulsed to funk, soul and disco beats. On track, things were a little less focused, with a Fifties-to-Nineties span incorporating Sixties touring-cars and GTs, frantic modified Minis, Ferrari V8s, and single-seat racers, all the way up to Formula One.

Jaguar 3.4 MkI

'This year is the first season this car has raced since 1962,' said Nigel Webb of his ex-Equipe Endeavour Jaguar. 'It was bought new in 1957 by Sir Gawaine Baillie, who raced it for Tommy Sopwith in the British Saloon Car Championship, and it has the longest period racing history of any BSCC MkI – 1957 to 1962, by which point it was still holding its own against new Jaguar 3.8 Mk2s.

'Baillie himself raced it until 1960, after which it was driven by Bill Aston,' said Webb. The inaugural BSCC season, 1958, actually began on 26 December 1957, at Brands Hatch, with Baillie's team manager Sopwith winning the first race in a sister MkI. Baillie spent most of the inaugural BSCC season finishing second behind Sopwith, taking a win at Mallory Park on 11 May after Sopwith's MkI suffered a puncture.

The following season, 1959, saw Baillie usually coming in third behind Ivor Bueb and Roy Salvadori, drafted into Equipe Endeavour after Sopwith's father banned Tommy from racing. But in a curious race at Goodwood, which saw a depleted touring-car grid, Baillie set the fastest lap, finishing second only to Peter Lumsden's Lotus Elite. He followed this up with a win at Snetterton against the full BSCC grid, beating Jack Sears in another Equipe Endeavour MkI, then a further win at Brands Hatch.

'I bought it ten years ago from Graham Rouse – Andy's brother – who in turn bought it from Baillie himself,' said Webb. 'I've spent the last decade restoring it, taking it down to a bare shell.'

March 71BM-3

This unusual March was racing in the UK for the first time, following restoration by Daniel Clayton. Just 17 March 71Bs were built, designed around SCCA Formula B racing, the US equivalent of F2.

This one was sold new in 1971 to Chuck Willis's CRW Racing, with the intention of leasing it to Californian driver Max Mizejewski. Despite seventh at its first Formula B race in Seattle, Mizejewski's sponsors were dissatisfied with both Willis and the March, pulled out of the arrangement, and put him in a Lola T240 instead.

Mizejewski proved no better in the Lola, but CRW's replacement driver, Ron Dykes, immediately outperformed him in the March, finishing third at Road Atlanta at the end of 1971.

Lola-Chrysler T96/70

'This is the only Lola-Chrysler T96/70 in the UK, and today is the first time it's run since rebuild,' said restorer Nick Edginton of Juan Moreno's rare racer. 'They were built for the 1996 Mexican Formula 3000 Championship, a variant of the T96 which contested IndyCar in the US in 1996, but with a Chrysler V6 engine.

'This car was driven by Mario Dominguez, who was in the running for the championship win.' Dominguez led from pole to flag at Zacatecas, having finished second in the previous round at San Luis Potosi. But a crash with the championship leader, Irishman Derek Higgins, on the third lap of the final round in Mexico City relegated Dominguez to third. The championship winner, Jaime Cordero, dramatically only took the lead on the final lap. 'After that season, it just sat in a warehouse in the US,' said Edginton.

Rare March: right car, wrong driver?

Chevron B39/40

This unique Chevron has been returned to the specification in which it contested its only race in period. 'It was Chevron's Formula Atlantic development car, only used for in-house track-testing, until Ardmore Racing converted it to F2 specification for Divina Galica to race in the final round of the 1977 European F2 Championship at Donington,' said owner Chris Porritt. Unlike her 1977 drives in an F1 car, which saw four podium finishes, Galica only managed 15th place. 'It then went to Albert Poon in Macau, but never raced again until I bought it two years ago,' said Porritt.

Final-round drama robbed Lola of '96 glory

Prototype Chevron raced once in period

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Shelsley Walsh bathes in Classic Nostalgia, 19-20 July

July-August highlights

Summer gets into gear with country-house gatherings and sun-baked race meetings

July

18-20 Summer Trial, Shrewsbury, Shropshire
hero-era.com

19 Simply Aston Martin, National Motor Museum, Beaulieu, Hampshire
beaulieu.co.uk

19-20 Classic Nostalgia, Shelsley Walsh, Worcs
shelsleywalsh.com

20 Simply Japanese, National Motor Museum, Beaulieu, Hampshire
beaulieu.co.uk

22-24 Yorkshire Elegance, Grantley Hall, Ripon, Yorkshire
yorkshireelegance.com

25-27 Oulton Park Gold Cup, Oulton Park, Cheshire
oultonpark.co.uk

25-26 Concours of Elegance Germany, Tegernsee, Bavaria, Germany
concoursofelegancegermany.com

25-27 Imola Classic, Autodromo Internazionale Enzo e Dino Ferrari, Emilia-Romagna, Italy
autodromoimola.it

August

1-3 Oldtimer Grand Prix, Nürburgring, Germany
oldtimergrandprix.com

2-3 Beaulieu Supercar Weekend, National Motor Museum, Beaulieu, Hampshire
beaulieu.co.uk

2-3 Vintage Prescott, Prescott Speed Hill Climb, Gotherington, Glos
prescotthillclimb.co.uk

2-3 Modern & Retro Race Weekend, Castle Combe, Wiltshire
castlecombecircuit.co.uk

10 Festival Italia, Brands Hatch, Kent
brandshatch.co.uk

10 Simply Mercedes, National Motor Museum, Beaulieu, Hampshire
beaulieu.co.uk

13-16 Rolex Monterey Motorsports Reunion, Laguna Seca, California, US
weathertechraceway.com

15 The Quail Rally, Quail Lodge, Carmel, California, US
peninsula.com

15-17 British Motor Show, Farnborough International Exhibition Centre, Surrey
thebritishmotorshow.live

BABY AUSTIN, BIG WIN

A rare Swallow-bodied Austin Seven, restored by Clayton Classics and coachbuilder Ian le Riche (*Classic Cars*, May 2025), has won the *Classic Cars* Epic Restoration of the Year 2024 prize, in association with Machine Mart.

'This is brilliant,' said Dean Allsop of Clayton Classics. 'One of the reasons why we started this project was because of the importance of Swallow to Jaguar's heritage. Was this the right reason to restore it commercially? Probably not, but we're definitely very proud of it.

'The car certainly raised a few eyebrows when I first bought it – we had to follow it into the workshop with a dustpan and brush to catch the rust flakes falling off it, wondering if we'd ever get to the end. But when we drive it now, we know it was worth the effort.'

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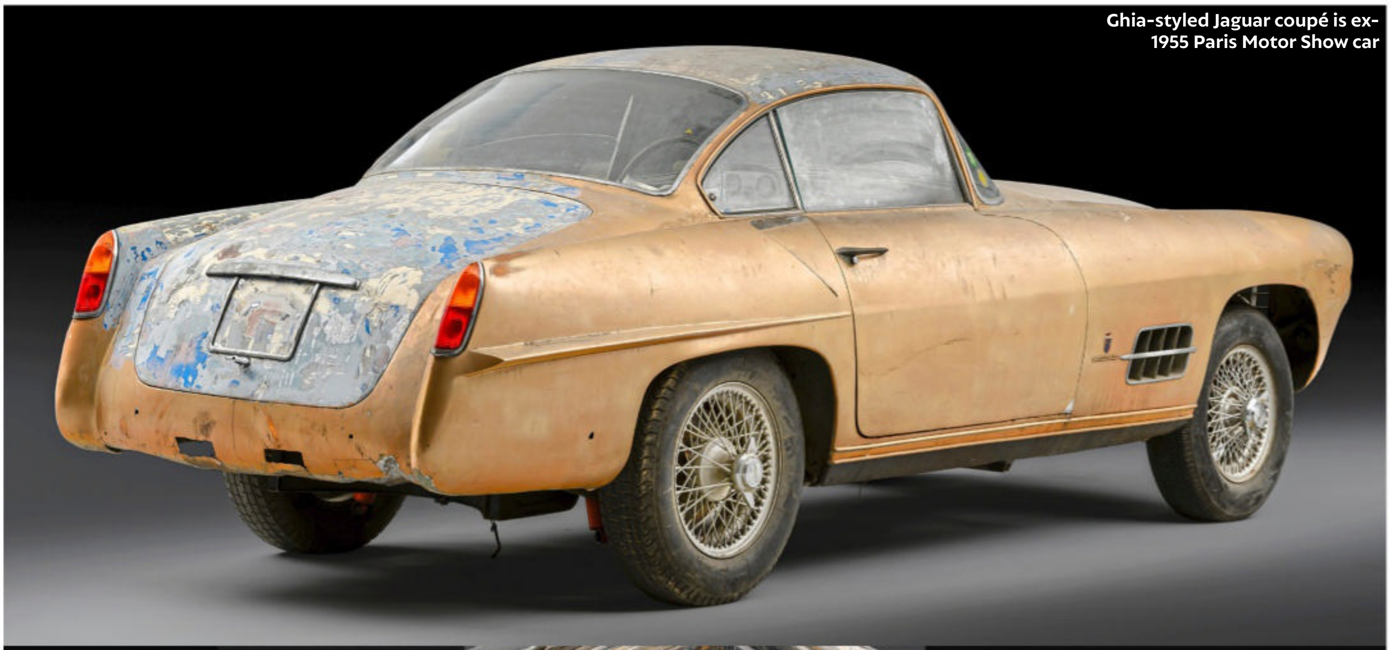
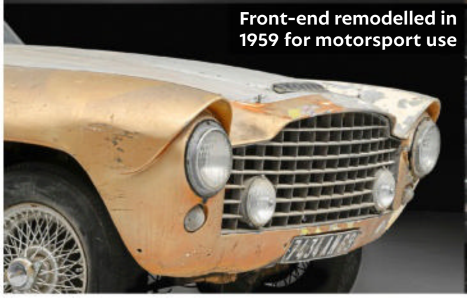

Ghia-styled Jaguar coupé is ex-1955 Paris Motor Show car

Aluminium body saves 100kg over steel

Engine has 3.8-litre displacement and D-type cylinder head

Rear has shades of later Volkswagen Karmann Ghia


Front-end remodelled in 1959 for motorsport use

Part-stripped condition doesn't deter buyers of Ghia XKs

Needs steering in the restoration direction, so €143,750 price fair

Ghia XK140 charms Villa D'Este

Despite its questioned design origins, Italian-styled coupé courts attention at sale

This is one of three or perhaps four Jaguar XK140 chassis bodied in the same style by Ghia, to a design that may have originated with Giovanni Savonuzzi – of Jaguar XK120 Ghia Supersonic fame – or possibly Giovanni Michelotti, or perhaps someone else again. If the exact origins are murky, the car's history since creation is clearer. The first Ghia XK140 chassis created, the car's Jaguar Heritage Trust Certificate shows that it was manufactured on 25 January 1955 as a left-hand drive chassis without bodywork. Bought in this form by a wealthy Lyon industrialist who commissioned Ghia to clothe it in aluminium, saving a claimed 100kg over the familiar steel body. It put in an appearance at the 1955 Paris Motor Show and soon after, suffered a light front-end thump, reappearing at the 1956 Cannes Concours d'Elegance with a restyled grille. Ghia had the car back in 1959 to update the front end once more, to the taste of a new owner who wanted to improve the cooling and performance for rallies and hillclimbs. This explains the car's variance in looks from another Ghia XK at RM Sotheby's Monterey sale last August, where it made £335,000 (£246,000).

In 1969 it was acquired by the founder of the Jaguar Drivers' Club France, who fitted a 3.8-litre engine with a D-type cylinder head and Dunlop disc brakes. It remained in use until 1979 when it was placed in storage. It looks to have been rediscovered in 2021 when the current owner bought it. Without any public exposure, it still made a satisfactory impact for Broad Arrow at its Villa d'Este sale on 24-25 May, selling for €143,750 (£123,000), fair when considered as the entry price to a lengthy and expensive restoration. With a bare engine resting in place, the car was missing carburettors, and other ancillaries, a gearbox, and chrome items including bumpers. With XK prices generally on the slide, special-bodied cars still manage to catch the attention of buyers, even in part-stripped condition like this.

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Riley 1300 eclipses mayor's limo

H&H's Buxton sale on 21 May saw an astonishing £14,062 paid for a 1969 Riley 1300 MkII. No, not a concours winner, but a barn-fresh recommissioning project that hadn't turned a wheel in 20 years. The appeal was in the car's survivor status – two owners, 28,500 miles, near total originality and only a modest quantity of corrosion. At roughly twice what you'd usually pay for a lovely one, on the road, it shows the perceived value of these time-warp examples. The car was interred in 2011 as part of a collection assembled by an enthusiast in Stratford-upon-Avon but is understood to have been off the road for some time before that. A Warwickshire car since new, it had only one other keeper.

Another vehicle from the same collection featured later in the same sale; perhaps too late – as the second-last car across the block, a 1979 Daimler DS420 limousine in similarly well-preserved condition to the Riley raised only £2362. Once owned by the mayor of Stratford-upon-Avon and used in its time to transport both Princess Diana and Princess Anne, it was running as recently as two years ago. Had all the brave buyers gone home or spent their money? With the limousine came a spares car – a DS420 hearse, still awaiting extraction from storage in Stratford.

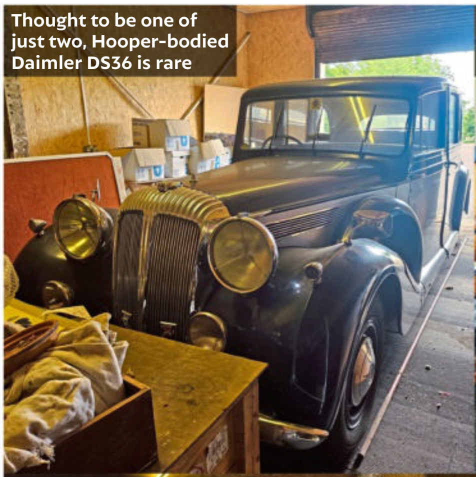
Survivor status helped push up Riley 1300 price

Dead DS420 hearse spares car came with the limousine

Driving Lady Di: majestic Daimler has ferried royal dignitaries

Well-preserved Daimler DS420 is an ex-mayoral carriage

Only two owners have sat here over 56 years and 28,500 miles


Thought to be one of just two, Hooper-bodied Daimler DS36 is rare

Interior fit for a king; did George VI own a Hooper DS36?

Mayoral and royal feet could get lost in that carpet

This Daimler DE36 was a mayoral car for nine years

And now, another languishing limo in Stratford

By an unlikely coincidence, another Daimler limousine also once used as mayoral transport has emerged at a different site in Stratford-upon-Avon in the same recent period. This one is rather older and grander, indeed a genuine rarity: it's a 1952 DE36, a 5.4-litre straight-eight of elephantine size, bodied by Hooper to a distinctly pre-war design. This car was delivered new to Birmingham City Council for use as the mayoral conveyance, and it remained in civic use until 1961. It was then sold to the Birmingham Co-operative Society and thereafter into private ownership.

It is believed to be one of an exceptionally low production number of such Hooper-built DE36 limousines, and a letter in the history file suggests possibly only two were completed – the other having been built for HM King George VI. The car cost £6137 when delivered new; around twice the price of a Bentley MkVI saloon and equivalent to £225,000 in 2025. With a glass partition, acres of walnut veneer and jump seats in the rear, it is now upholstered front and rear in burgundy hide. Offered online with no reserve by Humbert & Ellis of Daventry, it reached £6600 including fees – a bargain, if you have a large garage and shares in your local petrol supplier.

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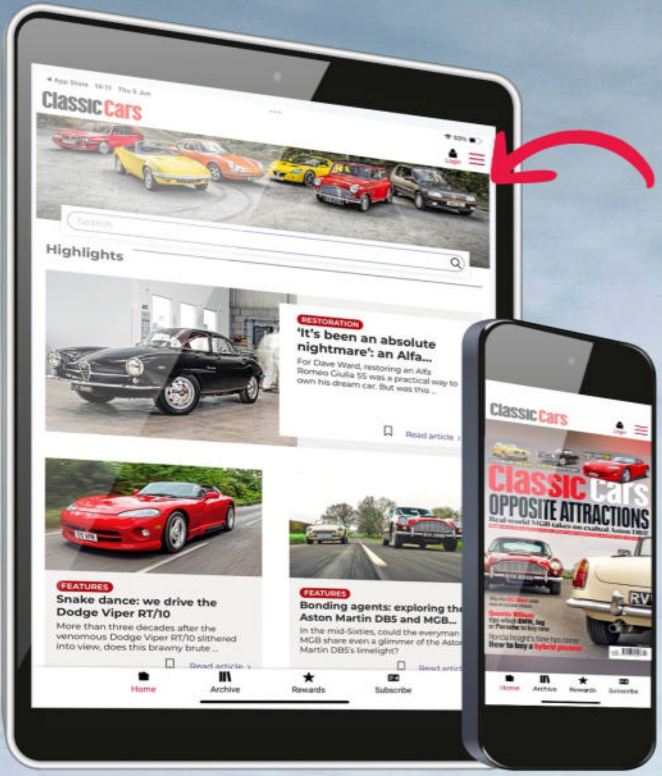
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The October issue of *Classic Cars* takes a fond look back

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ALEX RILEY'S TIME-TRAVELLING PICKS

Groovy 1970s-90s choices

PLUS Mike Hailwood Iso Grifo driven ● **Life of an Austin Allegro prototype turned rally car** ● Epic Lotus Elan +2S restoration ● **Reader tests Mini Cooper reputation** ● Bentley Continental GT3R big drive ● **Buying a Ford Sierra Cosworth**

Contents may change but will still be great

Across Europe in a Lada

LETTER OF THE MONTH

In a quiet Bulgarian garden, hidden beneath weeds and rust, sat a forgotten Lada 2101. Most saw a wreck. I saw potential. After hours of persuading the owner to sell him to me and hours under the bonnet, the old engine coughed back to life. I was so happy I named him Larry. Larry the Lada.

With the help of a local garage, Larry became roadworthy. Then came the journey: over 4000km across Europe, starting in Bulgaria then Romania, Hungary, Austria, Germany, France, England, Wales (pit stop to hug mum), Scotland, and Shetland.

But this was no smooth road trip. Between Romania and Hungary, Larry gave up hope — at the border checkpoint. I had to manually push him over the checkpoint, weaving through queues of bemused motorists who cheered, laughed, and snapped photos like Larry was some kind of superstar. When we travelled through Hungary, I showcased him at a classic car show where he became the star attraction. Eventually, we made it home and now Larry lives a quieter life with me on Out Skerries.

Yet, Larry's tale doesn't end there. As we travelled home, he became a social media sensation. He has starred in original songs, a US comedian has written jokes about him, and he has been transformed into mock versions of famous movies and TV shows.

Restoring Larry wasn't about going viral. It was about giving a forgotten car a second chance. So, if you are ever in Shetland, come to Out Skerries and meet Larry the Lada.

Chris Harris, aka Crazy Chris

Taking us back to the day

I'd like to congratulate Sam Dawson on his piece comparing the Aston Martin DB5 and MGB (Bonding Agents, July 2025). I really enjoyed his writing style and the way he put us into the mindset of the owner at the time of the car's launch, then flipping to his own driving experiences and notes today.

Keep up the good work and I look forward to next month's magazine.

Mark Brittain

The innocent explanation

It was fantastic to see Rob Jones' Triumph Dolomite Sprint still in original ownership (Life Cycle, July 2025).

I used to sell these cars when new and had many of them as company cars or demonstrators, plus four examples owned privately in the day. This and the TR6 were my favourite Triumphs.

I am afraid the story that the policeman spun Rob is a fairy tale. All Triumphs were delivered from the factory with the spare set of three keys wrapped in black masking tape and placed within either the front sidelights, rear lights, or the rear number plate light – there were different hiding spots for different models.

They were supposed to be removed at the PDI check and put on a keyring. Many dealers simply forgot, though – sloppy PDIs, if they had even bothered to actually complete the check.

We finally made it a company rule that the keys were removed from the lights when unloading from the transporter and then tagged with the main set.

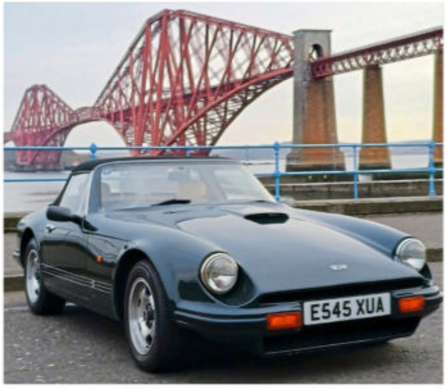
I have come across spare sets of keys in lights years after delivery many times...

Gordon Simpson

Same spot!

Catching up on the May edition, to my surprise there's a photo of a white Triumph Spitfire by the Forth Rail Bridge taken in 1984, the same place I shot my 1988 TVR S1 back in 2023.

Raymond Porteous



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Classic Cars

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QUENTIN WILLSON

While younger buyers pass over the classics of the '50s and '60s, they're leaving a host of bargains in their wake. Just be prepared for further losses

Quentin Willson had a 10-year stint presenting the BBC's *Top Gear*, has bought and sold countless cars and has cemented a reputation as everyone's favourite motoring pundit.

It's called the Generational Effect. A market movement where younger buyers replace older enthusiasts, buying behaviours change and values fall. Crude technology, a more challenging drive, less aspirational image and reduced desirability has made '50s and '60s classics shed market support. Auctions in May demonstrated four clear examples of this. In some cases, the downward price movement is as much as 60 percent.

Consider Hampson's 1959 XK150SE. Once uber desirable, the BRG FHC was a factory fitted 3.8 – not a later upgrade – in Special Equipment guise with overdrive, just three owners from new and the first titled. It was in its original colour and trim combo, and had a complete restoration in the '80s, accompanied by a thick lever arch file of photographs and history. A nice thing.

ESO 600 really had everything going for it. UK supplied, right-hand drive, unmodified, softly patinated with a lovely Suede Green interior, it was ready to be enjoyed. Back in 2018 this high level of quality might have attracted as much as £60k. Hampson drew just £29,531, including premium, marking a new auction low for a proper, documented and restored example.

'Could these prices be opportunistic enough to tempt shrewd Millennials looking for bargains?'

In the same sale, Hampson fielded a rare aluminium-bodied lightweight 1949 Bentley MkVI – one of 100 built by HJ Mulliner – from the JLR collection. Costing 50 percent more in period than the rust-prone standard steel versions, this was a very exclusive Bentley indeed. Subject to an older five-year restoration, with history file, perfect oxblood leather, and restored wood, it looked a piece.

And while values of MkVIs have declined, this should have performed better than its premium-inclusive £25,875 result. JWR 690 was previously auctioned by Silverstone back in 2020 – a flat market in the dark days of covid – where it made £26,805. That its value hasn't improved is telling. And with no power steering, right-side manual gearchange, trafficators, rear wheel spats and dumpy '50s lines, this wasn't a motor to tickle Millennial hearts.

At Historics Farnborough sale, also in May, a totally restored 1956 TR3 made just £12,584. Gleaming in Signal Red with new seats, carpets, weather gear and a complete mechanical, body and chassis resto, it positively shimmered. If anything, it was slightly overdone. But basic '50s engineering, 100bhp, no door handles, side screens instead of windows, a hood you put up like a tent, and not even a locking boot may have been charming once. In 2025, an acquired taste for younger buyers.

Historics also knocked down a rhd 1950 MG TD. Originally supplied to South Africa, the car had been a former concours winner, nut-and-bolt restored, magazine-featured, with a big history file. The cream body was unmarked with good panel fit, the red leather perfect, and all the correct Abingdon brass plaques were under the bonnet. The only downside was the brake drums had been painted red. A handsome, well-restored TD which a decade ago fetched £33,995. Historics sold it for £12,012 – a 65 percent fall in nine years.

So, if you're still looking to buy '50s and' 60s classics, beware that some values are now much lower than you might expect. On the flip side, the sheer value in the MG TD, TR3, XK150 and Bentley was amazing. Could these low prices be opportunistic enough to tempt shrewd Millennials looking for bargains? Only time will tell.

Quentin Willson

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ALEX RILEY

Alex landed his first television job in 1998, working behind the scenes on *Top Gear*. He's made several classic car TV series since, and currently writes and presents *The Car Years* on ITV4.

PHOTO: JOHN LAKEY

I must warn you of the perils posed by old car brochures, a world of colourful aspiration and addictive detail. You can lose all perspective...

I'm buying a 20-year-old Mercedes E-Class Estate and I want to learn every single detail of its mechanical specification and standard equipment. Obviously, I've been trawling various data sites, internet forums and old car magazines. But what I really want to do is sit down with an old brochure and price list, and devour every single word, graph and information table.

One Saturday when I was 14, I bumped into a lad from school on the bus, and discovered he was as mad about cars as I was. We spent the rest of the day and pretty much every Saturday for the next few years wandering around car showrooms. We sat in every interesting car that wasn't locked and collected as many brochures as possible.

I'd already accumulated a small collection from my older brother who wasn't really into cars, but had gone through a phase of going round the showrooms too. So I had brochures for the Triumph 2500S, Range Rover and the Rover P6, but two really stick in my mind. One for the Series 2 Jaguar XJ, which included the short-lived XJ-C coupé and a beautiful TR7 brochure featuring images of a white car driving along a winding mountain road overlooking a bay of clear turquoise water, and another shot of it in front of a glamorous Mediterranean hotel at dusk. I was hooked, and have been ever since.

I'd get so many brochures at the motor show that carrying them round became a real pain. So I started going twice; once to walk around and drink it all in, and a second time to take photographs and collect brochures. Motor show brochures could be a mixed bag though, companies would often do a lightweight all-model version to save money which lacked the detail I craved. But you could often pick up literature that regular dealers wouldn't carry. I remember being pleased one year to get a glossy leaflet on the Escort RS1600i homologation special.

The best brochures offered a level of detail that you'd never get in a road test. I've been looking at some of my collection of Eighties Austin Rover literature and been fascinated to learn that the Rover 2600 was more economical than the 2300 at a constant 56 and 75mph. And that the automatic cars were more economical on the urban cycle. I also hadn't realised the 1984 facelifted Metro – the one with the metric TD wheels and tyres – got a lengthened and lowered steering column to improve the driving position. And did you know you can fit a hot water tank in the boot of an Allegro 3 Estate?

But you have to be careful. Brochures can be dangerously seductive. They immerse you in a world created entirely by one manufacturer and once you've read about their cars' remarkable features and all the improvements on the latest models, it's easy to get sucked in. Combine that with gorgeous photographs of the cars in aspirational settings and you've completely lost perspective. Once, after poring over a Ford brochure, I became convinced the run-out MkIII Cortina with the black plastic grille would be the perfect car for our family, and lobbied my dad hard. Luckily he held firm, and I eventually came to my senses.

'I became convinced a run-out MkIII Cortina would be the perfect car for our family'

I've now found a website that has scans of hundreds of brochures from the last eight decades. I'm particularly enjoying Citroën's mid-Sixties offerings which feature brilliant graphics and photographs as good as anything you'd find in the Sixties *Sunday Times* colour supplements. But at the moment, it only has a brochure for the 2005 California-spec Mercedes E-class, with different equipment and engines from the UK lineup. The search continues.

Alex Riley

G569 BGS
MKH 334A

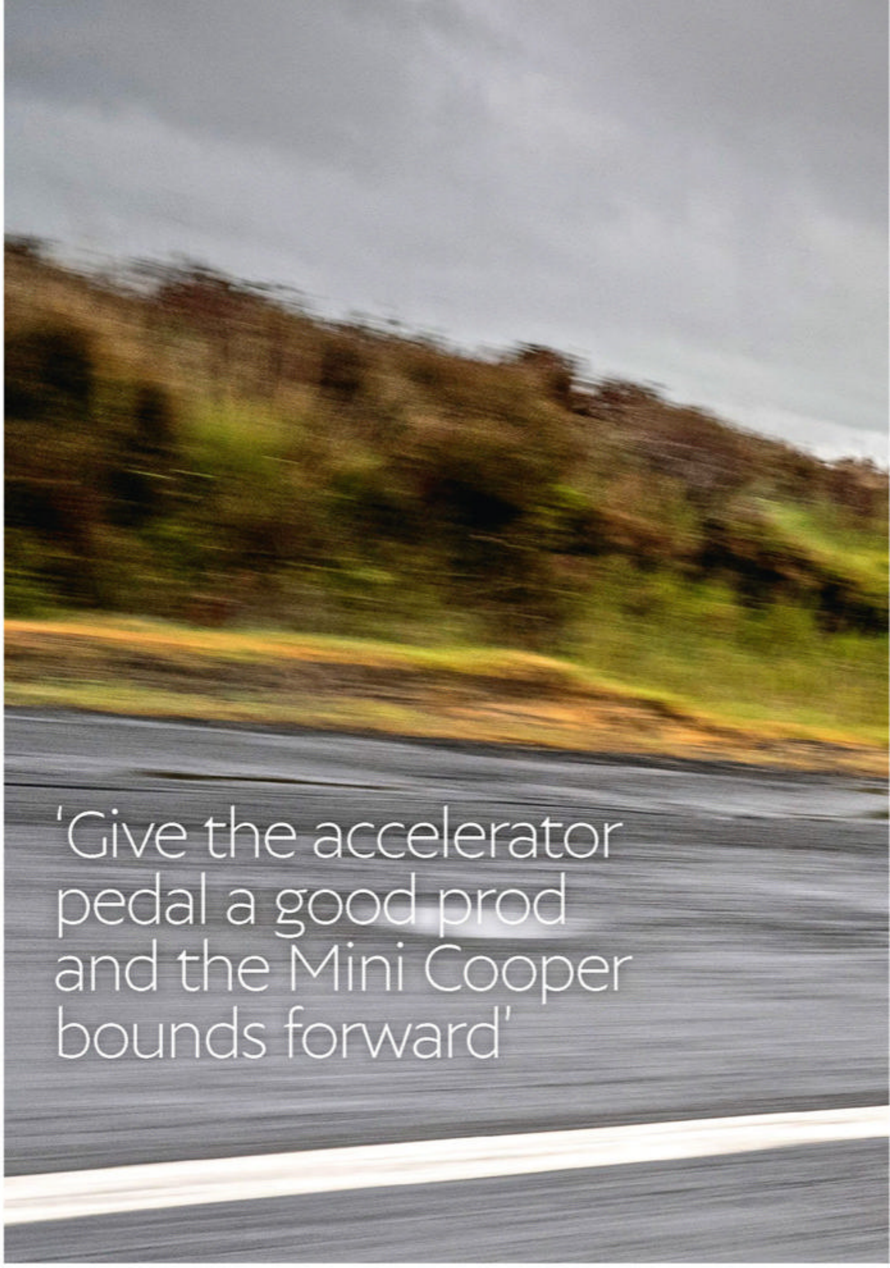
Light Fantastic

As everyday cars get ever porkier, lightweight classics provide the antidote for pure driving joy. This is our pick of the cars that do more with less

Words ANDREW NOAKES Photography JONATHAN JACOB

More powerful A-series
a simple ingredient fo
more performance

Minimal interio
but maximum
driving fu


'Give the accelerator pedal a good prod and the Mini Cooper bounds forward'

Light cars have less to propel forward and less to bring to a halt. There's less mass for the springs to support and the dampers to control. Everything just works better, easier and faster. The Mini Cooper, Ford Escort Mexico, Mazda MX-5, Peugeot 106 Rallye and Lotus Elise all derive sparkling performance and agile handling through low overall weight, but is less really more? Let's get behind the wheel and find out.

We'll take them in chronological order, starting with the **Mini Cooper**. When Alec Issigonis drew up his genius small car in the late Fifties, he had no intention of it ever having a performance derivative, but his friend John Cooper had other ideas. Cooper was fresh from two victorious Formula One campaigns with Jack Brabham in 1959 and 1960, and his Formula Junior cars were powered by British Motor Corporation (BMC) A-series engines. It took little more than dropping a tuned engine into the Mini's monocoque bodyshell to produce an instant pocket-sized GT car.

Despite the Mini's compact overall dimensions, the amount of room inside is still astonishing. Four years before Dr Who's TARDIS introduced TV viewers to a vehicle that was bigger on the inside than it was on the outside, BMC's Mini was conjuring up space to provide an interior for four within an overall length of only 10 feet. A generous glass area means the cabin is light and airy, and every inch is used profitably – a plan for wicker baskets to fit into spaces under the rear seat was dropped, but the hollow doors have huge storage bins, and instead of a conventional dashboard there is a full-width shelf for oddments.

In the middle is the minimal instrument cluster. A 100mph speedometer, with a tiny fuel gauge embedded at the lowest point, is flanked by water temperature and oil pressure gauges. Below is a switch panel from which the ignition key sprouts. A quick twist and the A-series fires up eagerly, gobbling through its twin SUs at every touch of a throttle pedal which is easier to locate thanks to a period Paddy Hopkirk alloy pedal extension.

Give it a good prod and the Mini Cooper bounds forward. Originally it would have had 55bhp from its long-stroke 997cc engine, which would have meant plenty of work with the short remote-control gearlever to extract the best performance. This one has had its engine bored out to 1098cc – 65.6mm bore x 81.3mm stroke, different to the factory '1100' measurements of 64.6mm x 83.7mm – giving it more than 70bhp, which makes progress a good deal easier and swifter. Even in its standard specification the Cooper would have been good for around 85mph and with less than 600kg to propel, acceleration would have been lively by the standards of the day.

It's easily capable of keeping up with modern traffic and quickly puts a smile on your face down a twisty country lane. The two-spoke steering wheel is bigger than it needs to be, further away than you would like, and uncomfortably angled, but inputs at its rim translate faithfully into action at the front wheels. The Cooper corners flat and sure at seemingly any speed, and when you do finally overwhelm the grip of the 145-section tyres, it

AUSTIN COOPER
MKH 334A

simply scrubs off speed and scrabbles around. The tiny 7in Lockheed disc brakes fitted at the front were an improvement on the standard Mini drums, but the 7.5in Cooper S discs fitted to this car are definitely a worthwhile upgrade.

The Mini Cooper proved to be not just a fun road car but also an effective competition machine in saloon car racing and rallying and quickly spawned more powerful and specialised derivatives. Early 997 Coopers like this one are middle of the pack, price-wise, between those highly sought-after 970, 1071 and 1275 Cooper S models and the less fancied mainstream MkII and MkIII Coopers that came later. A usable but improvable early Cooper will come in at around £15,000, while the best examples can fetch up to £40,000. Take advice and check any prospective purchase thoroughly to make sure it's a genuine Cooper – a standard Mini can easily be dressed up Cooper-style and while it will provide a similar driving experience, it won't command the same price on the market.

Check also for rust, which attacks all over the monocoque structure, but particularly the sills, the front wings where the headlights are mounted, and the rear subframe mountings. Modifications are common and, if done within reason, will not compromise the car's value. Specialist support is almost unparalleled, with almost every part available – brand new MkI bodyshells are even available from British Motor Heritage.

These early Coopers aren't cheap to buy but they should offer a relatively painless ownership experience – and they are just as much fun in 2025 as they were back in 1961.

Owning a Mini Cooper

'It was a basket case with a very rotten bodyshell, and everything else in cardboard boxes,' says Andy Walkingshaw. 'This colour combination, Fiesta Yellow with a powder blue interior, was the least popular in its day. People wanted red and black. That now makes it the rarest and one of the more desirable colours. I decided I would have bodywork and paintwork done professionally by Mini Sport. I got back a fresh 'shell and was able to do the nice bit of putting it back together. I went for the more comfortable, reclining Cooper S seats. It's been a wedding car twice, but it doesn't get used much because I have two other Minis – one to drive on the road and one competition car. You can get almost every part, but some of the reproductions aren't great quality, like the rear lights. I have a stack of dented wheel caps because people sell them in sets and only one of each set would be undamaged.'

1961 Mini Cooper

Engine 997cc inline four-cylinder, pushrod overhead valve, twin SU HS2 carburettors **Power and torque** 55bhp @ 6000rpm; 54lb ft @ 3600rpm **Transmission** Four-speed manual, front-wheel drive **Steering** Rack and pinion **Suspension** Front and rear: independent, wishbones, rubber springs, telescopic dampers **Brakes** Front: discs. Rear: drums **Performance** Top speed: 84mph; 0-60mph: 17sec **Weight** 584kg (1288lb) **Fuel consumption** 35mpg **Cost new** £679 ***Classic Cars* Price Guide** £11,000-£27,500 (All specifications relate to a standard car.)

Like the Mini Cooper, the **Ford Escort Mexico** was both an enthusiast's road car and an effective competition machine. Introduced in 1970, it was a much cheaper mainstream alternative to much hotter Escorts that came before it – the original Lotus-engined Twin Cam, introduced in 1968, was still in production alongside the even faster Cosworth BDA-engined RS1600 that had arrived earlier in 1970. Based on the same heavy-duty Dagenham-built Type 49 bodyshell, the Mexico was assembled alongside these at the Ford Advanced Vehicle Operations plant at Aveley in Essex. Ford made much of it being a roadgoing version of the Escorts that had done so well in the 1970 London to Mexico rally, a 16,000-mile marathon celebrating the football World Cup held that year. Five works Escorts finished in the top eight, with Hannu Mikkola and Gunnar Palm taking the overall win.

The rally connection is reinforced in this car by the hip-hugging Contour Clubman bucket seats and the flexi-map reading lamp fitted to the passenger side of the dashboard, both factory options. There are no carpets, just lightweight rubber matting covering the floor and transmission tunnel, from which the short gearlever emerges at a handy distance from the river. Ahead is a deeply dished Springalex steering wheel with three drilled matt-black spokes, its thin rim framing a 140mph speedo and a rev counter which reads to 8000rpm with a red sector starting at 6500. Four smaller dials on the right keep an eye on water temperature, oil level, fuel contents and battery condition, though the steering wheel rim interferes with the driver's view making them more ornamental than useful.

That London to Mexico win was built more on durability and ease of maintenance than it was on outright performance. While the twin-cam and BDA engines produced more power, they took more looking after than a simple pushrod engine. The rally cars had the Kent four-cylinder motor already familiar from the Anglia, Cortina and Capri, in big-bore 1840cc form and developing 140bhp, driving through a ZF five-speed gearbox. In the Mexico road car that was toned down to a standard 1599cc unit, with the 'crossflow' cylinder head introduced in 1967. It produced a healthy 85bhp, deployed to the rear wheels through a four-speed Ford 'single rail' gearbox with close ratios.

It's a slick combination. The pushrod Kent engine is a more willing power unit than the gruff overhead-cam Pinto motor that later powered the RS2000, with a free-revving nature and an enthusiastic growl through its twin-choke Weber carburettor. The light, precise gearchange makes it easy to keep the engine on the boil. Ford proudly claimed 0-60mph acceleration was possible in less than 11 seconds, worth shouting about in 1970.

Light, precise steering means it is easy to place on the road and it's fun to thread down a winding lane, despite body roll and limited grip from the 165-section Dunlops. Those are wrapped around 13in steel wheels fitted with chrome hub caps, which were deeply unglamorous, even in 1970. That leaves only the front quarter bumpers and the brash thin-thick-thin Mexico stripes – a delete option – to give this car its sporting mien.

Rear-drive and agile chassis makes Mexico a driver's delight

Iron Kent engine is strong and free-revving

Steering light and precise through Springalex wheel

'The pushrod Kent engine has a free-revving nature and an enthusiastic growl'

As with the Cooper, history is important when buying. Genuine AVO Escorts are rare and worth much more than specced-up cooking models. The strengthening added to the heavy-duty bodyshell in production – for example around the front strut mountings – is easy to replicate so is not enough to conclusively identify an AVO car. A genuine Mexico will also have anti-tramp bars leading forwards from the rear axle, and a line of bolts under the boot floor for fitment of a stone deflector (often missing). Many, but not all, had the battery in the boot with the spare wheel bolted to the boot floor: there should be a hole in the floor for the retaining bolt. AVO cars will have chassis and AVO plates on the slam panel at the front of the engine bay.

The Kent engine and Ford gearbox are strong, and mechanical parts are relatively straightforward to source. The Escort structure suffers from rust, particularly in the floor, sills, A-pillars and wings. Correct interior and exterior trim can be difficult to source but body parts are available. Original Mexicos in sound condition fetch around £20,000, and prices can reach £45,000 for cars in the best condition and with unimpeachable provenance.

Owning a Ford Escort Mexico

'This particular car was number 50 off the production line in 1970,' says Mexico owner Phil 'Aus' Smith. 'It was originally a dealer demonstrator. It got restored in 1986-ish by Tony Lynn-Jones of the AVO Owners Club and ended up in a museum in Scotland. When I bought it in 2008, I went to a club day and people were all over it. It actually won best Mexico, then the next year it won again. I always drive it to shows, and I've had it on track at Croft, too, giving it the beans – which means about 70mph tops. It's so much fun just to get up and go for a drive. I've had loads of people wanting to buy it – they would probably rally prep it. All I've done to it is have the engine converted for unleaded fuel and fitted a stainless steel exhaust. It's completely standard apart from that. I had the clutch master cylinder replaced, which is a very difficult job. It's also still running on points and has never let me down.'

1970 Ford Escort Mexico

Engine 1599cc inline four-cylinder, pushrod overhead valve, Weber 32/36 DGV carburettor **Power and torque** 85bhp @ 5500rpm; 92lb ft @ 4000rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent, MacPherson struts, lower wishbones, anti-roll bar. Rear: live axle, leaf springs, radius arms, telescopic dampers **Brakes** Front: discs. Rear: drums. Servo-assisted **Performance** Top speed: 99mph; 0-60mph: 10.7sec **Weight** 851kg (1876lb) **Fuel consumption** 28mpg **Cost new** £1150 ***Classic Cars* Price Guide** £21,000-£43,000

Revs needed for best performance from 100bhp 1.3

Lack of unwanted fripperies allows lightweight focus

Crisp handling and feedback make 106 Rallye a winner

You don't have to drive the **Peugeot 106 Rallye** very far or for very long to understand its reason for existing. Everything about how it looks and how it feels to drive shouts that it was built to compete in motorsport. It looks like you would only need to slap on sponsor stickers to make it capable of class win in the Monte-Carlo Rally.

Like the 205 Rallye before it, the 106 Rallye was Peugeot's contender in the 1.3-litre division of international rallying, in the Group N 'showroom' class and in Group A, which allowed more extensive modifications. The 205 had been powered by an all-alloy, eight-valve 1294cc four with a pair of enormous Weber twin-choke carburettors and 103bhp – though in the UK we got a different Rallye with an iron-block engine, Solexes and a paltry 75bhp. The 106 carried over the alloy bottom end of the 'proper' 205 Rallye engine, adding a new alloy cylinder head derived from that of the 106 XSi but still with only eight valves. Magneti Marelli fuel injection helped to liberate 100bhp even though the baby motorsport Peugeot was fitted with a fully catalysed exhaust system.

Fire up the little four-cylinder engine and it emits a purposeful growl. Ambling around at low speeds it seems easy to live with, but as you press on harder you realise that there's precious little low-down torque, and instead this is an engine that thrives on revs. At least, it will do – this particular example is still being run-in after a rebuild and can't be extended too far just yet.

Gearing is short, which means the Rallye can't reach 60mph without a change up to third gear, adding half a second or so to its 0-60mph time. The on-paper performance is slower than the car actually feels on the road. In practice, it demands that you rev its socks off, the top end of the rev counter being where it does its best work. Driven like that, the performance is entertaining, helped by its light weight which is ensured by leaving out luxury and convenience features such as electric windows, central locking and power steering, though anti-lock brakes were available as an option. Interior trim is minimal, leaving plenty of body-colour metal exposed. The Rallye is nearly 50kg lighter than the XSi as a result.

Lighter weight gave the Rallye crisper handling, too. The 106 responds precisely to your inputs at the steering wheel rim – efforts which are often considerable at low speeds due to the lack of assistance. Once you're on the move it lightens up nicely and feeds back plenty of information from the front tyres to let you know how much grip is available. The suspension is largely carried over from the mainstream 106XSi, but there are thicker anti-roll bars to sharpen the Rallye's responses. Instead of the XSi's alloys, the Rallye rolls on 14in steel wheels wrapped with 175/60 tyres. Period road testers talked of throttle adjustability and lift-off oversteer just like in the 205 Rallye and GTi, and it all makes the 106 Rallye a rewarding car on a cursive B-road.

Rust is a big enemy of Peugeot 106 Rallyes. It attacks virtually everywhere, but in particular the front inner wheelarches, the boot floor and the three-element sills, which corrode from

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'On-paper performance is slower than the car feels; it asks you rev its socks off'

the inside out. Another big problem is that the cars were used the way they were intended – for competition. Many will have led hard lives and may have scars from the installation of roll cages and other equipment. Make sure any prospective purchase is complete, because interior trim would usually have been removed from rally cars and is rarely reunited with the bodyshell once its competition days are over. Standard cars are increasingly rare so it's a bonus if any modifications are reversible, and the original parts are still available. The engines are known for their lumpy idle and noisy injectors and tappets, so these are fortunately no cause for concern.

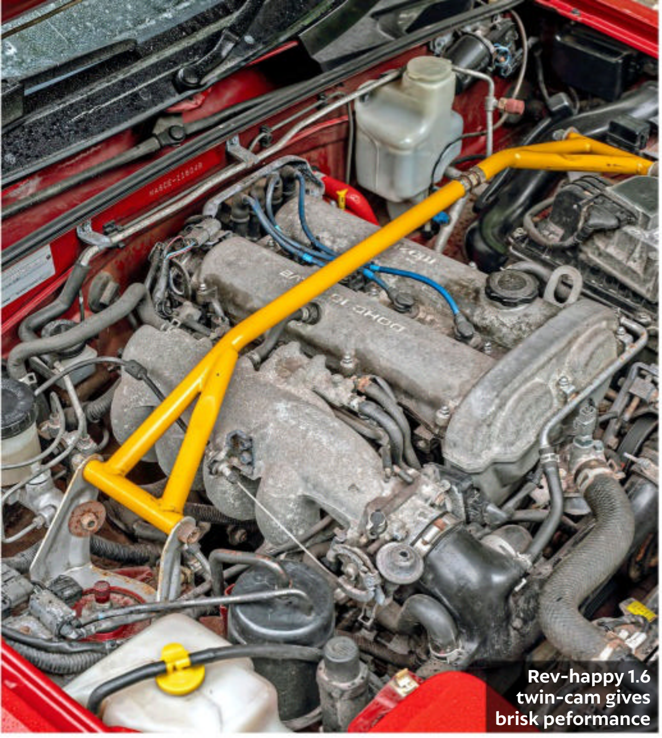
This is one of the Series 1 cars, built between 1993 and 1996, but there was also a Series 2 (1996-2000) with a slightly calmer 1.6-litre engine, longer gearing and white, black or blue paintwork. Power steering was an option. The final 106 Rallye iteration was a more powerful 16-valve version which never officially came to the UK. Values seem to vary little between Series 1 and Series 2 models, with project cars starting around £3000 and the best examples fetching £20,000 or more.

Owning a Peugeot 106 Rallye

'I've always been into hot hatches and I've got a 106XSi as well,' says Ashley Moulds. 'This Rallye sat for 12 years under a carport, but it was complete. It's had a full restoration. I had it dipped, and it also needed two new inner wings and had to go on a jig. It had a new roof skin because it was stored with things laid on top of it so there was a big dent. Peugeot specialist Pug1Off did the engine and gearbox, although I did as much as I could do. Four or five years ago it wasn't hard to find parts for the car, and I'm still buying bits now even though I don't need them, because things are getting scarcer – I've probably got enough to build another one. The red trims on the bumpers for example are special to the Rallye and they're quite hard to get hold of. I've just got hold of new fabric from France so I can recover all the seats – there's some fading, which is really the only thing that lets the car down.'

1994 Peugeot 106 Rallye

Engine 1294cc inline four-cylinder, sohc, Magneti Marelli engine management system **Power and torque** 100bhp @ 7200rpm; 80lb ft @ 5400rpm **Transmission** Five-speed manual, front-wheel drive **Steering** Rack and pinion **Suspension** Front: independent, MacPherson struts, coil springs, anti-roll bar. Rear: independent, torsion bars, telescopic dampers, anti-roll bar **Brakes** Front and rear: vented discs **Performance** Top speed: 118mph; 0-60mph: 9.3sec **Weight** 825kg (1815lb) **Fuel consumption** 29mpg **Cost new** £8995 ***Classic Cars* Price Guide** £3000-£9000


Rev-happy 1.6 twin-cam gives brisk peformance

Mazda's low seating position sets up driving experience

You sit low in a **Mazda MX-5**, just as the driver of a sports car ought to, in a cabin which is comfortable but conservative. In front of you there is a tidy binnacle containing all the instruments, while the heating controls, ventilation ducts and radio are grouped in a panel in the centre. In front of that is a tiny gearlever, barely any bigger than the palm of your left hand. The size of it tells you how the gearchange will feel – light, quick and precise.

That's just as well. It gets used quite a lot, because the 1.6-litre twin-cam four likes to be kept in the top half of its rev range for the best performance. Peak torque doesn't arrive until 5500rpm, peak power is just 1000rpm later, and the limiter intervenes at 7200rpm. With only 114bhp to play with, the MX-5 is never going to be jaw-droppingly fast, but it is pleasantly brisk.

In 1994 Mazda introduced more powerful 1.8-litre engines, but those cars also adopted a stiffer, heavier, bodyshell, so performance ended up being about the same. The 1.6 continued but in a detuned form, so earlier cars are often reckoned to be the ones to have. For extra pace, a Mazda-approved Brodie Brittain Racing turbo kit was available in period.

The MX-5 had been the brainchild of Mazda product planner and sometime motoring journalist Bob Hall. It was a cosmopolitan affair – Mazda's Japanese and American styling studios produced rival designs, with the final production car having elements of both. The first prototypes were built and tested in the UK, then development work progressed in California and back at Mazda's HQ in Hiroshima.

The finished car arrived in the UK in 1990 and was a genuine open two-seater roadster, of a kind that had all but disappeared from showrooms. Mooted US safety legislation seemed likely to ban convertibles but ultimately those laws were never passed, leaving the market open for the little Mazda.

The MX-5 – which was known in the US as the Miata, and in Japan as the Eunos Roadster – drew inspiration from the British sports cars of the Sixties. The Lotus Elan was a key influence, the Mazda following its classic front-engine, rear-drive layout and even adopting some of its styling cues. The cam cover on the Mazda 1.6-litre twin-cam engine even looked a lot like the one that appeared on the Lotus Twin Cam engine.

But Mazda aimed to update the formula for the Nineties. That the hood was easy to put up and didn't leak was a revelation for anyone brought up on Sixties MGs, Triumphs and Sunbeams. The engine didn't leak oil, it would start first thing in the morning, and the fit and finish were on a whole new level.

Crash safety was much better, too, because the MX-5 had a steel monocoque and the benefit of another quarter century of safety research in its design. That inevitably gave it a weight penalty compared to some of the classic roadsters it aimed to emulate, but at under a tonne it was still very light.

The Elan, of course, was famed for its handling, and the MX-5 has entertaining road manners of its own. Double wishbones

Sixties Lotus Elan a key influence during MX-5 development

'Superb poise and balance gives you opportunities to exploit what power there is'

at all four corners, plus even fore/aft weight distribution and a specially-developed Dunlop tyre, provides superb poise and balance. That gives you every opportunity to exploit what power the engine has, keeping the twin cam singing at the top of its rev range. Yet the MX-5 works perfectly well as a daily driver, as long as two seats and limited luggage capacity fits into your life.

MX-5s are generally reliable but they can succumb to rust, particularly the Japanese-market Eunos cars that had less corrosion protection as standard. Check the cabin and boot floors, sills, chassis rails and wheelarches. Seats can wear on the outer bolsters, particularly if they have cloth trim. Damp carpets may be hiding corrosion, so check underneath. The engines are strong but need cambelt changes every six years or 60,000 miles. Silted-up radiators can lead to overheating and subsequent head gasket failure, but new ones are cheap and easy to fit.

Later, lower-powered 1.6s and automatic cars are the least popular. Project cars can be found for less than £1000, while the best early 1.6s and 1.8s will fetch £12,000 or more. The myriad special editions are rarely worth much more than standard cars.

Owning a Mazda MX-5

'This car was sold to me as a Special Edition, and it has the wheels fitted to some of the specials, but I don't think it is one,' says MX-5 owner Neil Smith. 'I've had it seven-and-a-half years and done around 20,000 miles, and I don't intend getting rid of it. It's never left me stranded, and I do what work I can myself, but it had some welding last year done by a specialist. I've taken it on track days in the past, but I mainly just use it for B-road drives. MX-5s are affordable, you can still get parts for them, and there are plenty of events organised by the owner's club. The 1.8-litre engine doesn't really have much more power than the 1.6, so there really isn't much difference between them. If you're going to get one, I'd advise to try to get a clean example and then keep it that way. This car is really fantastic to drive, it looks good, it's reliable, and it's fairly cheap to run, too – it just ticks all the boxes for me.'

1990 Mazda MX-5

Engine 1598cc inline four-cylinder, dohc, Mazda fuel injection **Power and torque** 114bhp @ 6500rpm; 100lb ft @ 5500rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion, power-assisted **Suspension** Front: independent double wishbones, coil springs, anti-roll bar. Rear: independent double wishbones, coil springs, anti-roll bar **Brakes** Front: vented discs. Rear: discs. Servo-assisted **Performance** Top speed: 117mph; 0-60mph: 8.5sec **Weight** 970kg (2139lb) **Fuel consumption** 30mpg **Cost new** £15,581 (1991) ***Classic Cars* Price Guide** £1250-£4750

Getting into a **Lotus Elise** for the first time is a bit of a challenge. A push button unlocks the featherweight door, which you pull open using a vestigial rubber handle hidden under the edge of the scallop in the door that leads to the air intake behind. Then you have to step across a wide, low sill and insinuate your legs between seat and steering wheel, before grabbing both sides of the seat to support yourself as you drop down into it. Getting in, or out, would be difficult to achieve without a modicum of strength and dexterity.

Once you're installed, the Elise cabin proves to be comfortable and well-organised, with the wheel and gearlever perfectly positioned and more space than you might expect. Many Elises had the optional leather upholstery, but this one has cloth-faced seats, and the nap of the fabric holds you securely in place. Only the driver's seat adjusts, and then only with fore and aft movement, but there's no problem finding a comfortable driving position. The interior makes a feature of exposed aluminium alloy, a pointer to the Elise's unusual construction. The chassis is formed from extruded aluminium alloy sections bonded and riveted together, creating a structure that is both supremely stiff and extraordinarily light. The original Elise weighed in at just 690kg.

That lack of heft delivers spectacular performance – well under six seconds for the 0-60mph sprint despite just 118bhp from the mid-mounted Rover K-series engine. The 16-valve four growls away enthusiastically behind your head, urging you to exploit it more and more using the five-speed gearbox, controlled by a tiny gearlever topped with a tactile alloy ball.

The small, three-spoke steering wheel has confidence-inspiring weight at the rim and writhes in your fingers as the tyres search for grip. The Lotus has a suppleness over bumps you don't expect from a sports car, yet there's not a hint of float or slop in the way it moves. Mid-corner surface changes do nothing to upset the Elise's composure, making it a phenomenally swift machine on real-world roads. There's a delicacy and precision to the way the Elise responds meaning it is a supremely rewarding car to drive. Even if you're not pressing on, it feels special.

The Elise's structure does not lend itself to easy repair. The only real option is to rebuild the car around a new chassis, which is as expensive as it sounds. It's essential to look for accident damage which may have compromised the chassis and been hidden by simple repairs to the bodywork and undertrays. Electrolytic corrosion can also be an issue around the steel front suspension mounting points. S2 cars have better crash performance but are more than 100kg heavier.

Stone chips and damage to the low front end are common but easily rectified. Windscreens can also suffer from chips and tend to delaminate at the corners – replacement will cost £500 or more. Early hoods leak at the corners, but later ones are better. Watch for scuffs and damage on seats and sills.

The original metal matrix composite (MMC) brake discs are increasingly difficult to find, so conventional discs are often

Elise will make you smile even on the dullest of days

Rover K-series has 118bhp but just 690kg to push

Confidence-inspiring feedback helps make for driving fun

‘There’s a rewarding delicacy and precision to the way the Elise responds’

substituted. Suspension bushes can wear, leading to noise and imprecise handling, but are easily replaced if pricey to source. Steering racks can wear out, and cost more than £1000 to replace.

The Rover K-series engine is known for cylinder head gasket failures so check for ‘mayonnaise’ inside the oil filler indicating coolant mixing with the oil. Many cars will have had enforced or precautionary gasket changes but check this was done by a recognised specialist. Cambelts should be replaced every three or four years. Toyota engines in later cars are largely trouble free, though cam wear can be a problem. The front-mounted radiator originally had plastic end caps that can fail, and owners upgrade to all-alloy radiators, though fitting is a long process. Sloppy gearchanges can be caused by stretched cables, easily rectified.

Lotus sold 35,000 Elises between 1996 and 2021 so it makes sense to seek out a good one. Projects come up for less than £10,000 but will need a lot of work to bring them up to scratch. Good cars can be found around £15,000 and £20,000 should buy an excellent example. The sought-after Sport 160 can cost twice as much; the related Exige and rare 340R fetching still more.

Owning a Lotus Elise

‘I’ve had it a year,’ says Peter Clarke. ‘I’ve had Aston Martins, Porsches, Jaguar XKRs and I had a 1968 Triumph TR6 in the past that I sold, and I wanted to replace it with something that wasn’t high maintenance. I saw this with a documented history and well looked after. It was part of a collection which is why it’s so clean. The file with it is absolutely immense. It was even parked in a heated garage on a carpet. Underneath, all the bushes, driveshafts and everything are like new. There’s a bit of delamination in the corners of the windscreen, which they all suffer from. It’s an early car, one of the first few hundred – a ‘super light’ that had a slightly lighter sealant which came from the aircraft industry, and the MMC brakes that are supposed to last 100,000 miles. People say the K-series is a weak spot but it’s a nicer, higher-revving engine than the later Toyota unit – it suits the car better.’

1997 Lotus Elise

Engine 1796cc four-cylinder, dohc, multi-point fuel injection **Power and torque** 118bhp @ 5500rpm; 122lb ft @ 3000rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Front/rear: vented discs **Performance** Top speed: 126mph; 0-60mph: 5.5sec **Weight** 690kg (1521lb) **Fuel consumption** 39mpg **Cost new** £18,950 (1995) ***Classic Cars* Price Guide** £10,750-£21,000

Five very different answers to the lightweight question

'These cars are five fine examples of how light weight can deliver a rewarding driving experience'

The Mini, Escort, MX-5, 106 Rallye and Elise are five fine examples of how light weight can deliver a rewarding driving experience. But they are five very different cars, built for different reasons and today they will each appeal to a different kind of enthusiast. To some extent the choice between them is going to be influenced by personal preference. But there is one car which emerges as a clear winner.

The Mini Cooper and the Ford Escort Mexico, the oldest two cars here, don't have what today's driver would consider to be sporting performance yet despite that they are still a riot to drive. If your definition of 'classic car' demands chrome bumpers and carburettors, they fit the bill perfectly. Both have huge support available from clubs and specialists, which makes them attractive ownership propositions. Their cases are strengthened still further if you are prepared to consider some performance tuning, which would have been common back in the day and unlocks some of the enormous potential that both cars have.

The Peugeot 106 Rallye appeals because of its single-minded dedication to motorsport. It's been stripped down to the bare essentials and then beefed-up to compete, and that gives it a fascinating authenticity. A superb example like this one brings home just how effective that was, in the process creating one of the most entertaining hot hatchbacks of all time.

The only one to offer a genuine wind-in-the-hair driving experience is the Mazda MX-5, and for some that will make it the winner regardless of any other consideration. It has plenty to offer, with its cheeky looks, comfortable interior, fine handling and reliable motor – plus enough straight-line speed to avoid the 'sports car' tag being an embarrassment. It's also still very affordable and usable, and that nearly takes it to the top spot.

But the winner, for me, has to be the Lotus Elise. Light weight has always been a Lotus trait since the very beginning, and the Elise is the most extreme example here of making less do more. Putting the clever alloy structure on show in the cabin is a rare case of celebrating some fascinating engineering, and the featherweight Lotus delivers sparkling straight-line performance and sublime handling that rewards you in every mile. Thirty years ago, road testers raved about it, and it's easy to see why.

Thanks to: *Lotus Drivers Club (lotusdriversclub.org.uk), North Yorkshire Lotus Owners Club (nyloc.org), Ford AVO Owners Club (avoclub.com), RS Owners Club, (rsownersclub.co.uk), 106 Rallye Register (rallyeregister.co.uk/s1intro.htm), MX-5 Owners Club (mx5oc.co.uk), and the Mini Cooper Register (minicooper.org).*

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[Interview]

'GETTING WEIGHT OUT OF THE CAR BECAME ONE OF OUR CORE COMPETENCIES'

Increasing performance and safety demands make it harder than ever to 'add lightness', explains Lotus engineer Gavan Kershaw

Words ANDREW NOAKES Photography LOTUS CARS

Light weight has been part of the Lotus DNA since Colin Chapman built his first Austin Seven-based trials car in 1948. Since then, Lotus cars have always prioritised low mass to improve their performance.

'Chapman's philosophy was always that if you put a bigger engine in, it's faster on the straights. If you make it lighter, it's faster everywhere,' says Gavan Kershaw, who as director of attributes, is the current arbiter of what makes a Lotus special to drive. 'We learned that lesson by having relatively low power engines for a long time. If we were going to find a performance advantage, we had to find it through handling, which we got quite good at, through aerodynamics, or through making it lighter. Getting weight out of the car soon became one of our core competencies.'

Lotus was a pioneer in the use of glassfibre-reinforced composite materials to produce lightweight vehicle structures. The 1957 Type 14 Lotus Elite was the first composite monocoque road car ever. The company went on to develop innovative grp manufacturing methods, and to introduce carbon fibre composites, extruded aluminium and magnesium alloys into its cars as it searched for more weight reductions. But there's more to light weight than choosing expensive, exotic materials. 'We have to design it right,' Kershaw explains. 'It doesn't cost you double to design it light rather than design it heavy.'

One Lotus technique for designing-in light weight is to make a component do double duty. 'We try to make it do two or three things,' Kershaw explains. 'In the all-electric Evija, the cross-beam that joins the two A-pillars together also carries the steering column, and we also pipe the air conditioning through that same structure as well.' Holistic planning of the installation of pipework, wiring and ancillaries brings dividends as bracketry can be designed for more than one task. 'There's a hateful thing we call "bracket on bracket". If you ever see a bracket hung off something and it's got another bracket attached to it, which means two extra bolts, it's a criminal thing.'

Specifying the car with fewer features – less 'content' in auto-industry jargon – is another way of reducing overall weight. Porsche has used this technique extensively to produce lightweight 911s like the Eighties Club Sport and later GT2 and GT3 models. 'When we did the Elise, people used to moan that it didn't have a brake booster, it didn't have ABS, it didn't have a roll bar, the roof was a tent with pop studs…' says Kershaw. 'The seat only moved fore and aft, it didn't adjust up and down, and you couldn't adjust the steering column. Yet we sold tens of thousands of them and most people can sit comfortably in it.'

Customer demand often forces manufacturers to add features that drivers don't want to do without. Not that adding convenience features always makes the car heavier. 'We were criticised when the Elise first had electric windows,' says Kershaw. 'In fact, the electric window operation was lighter than the manual. The motor was small, and it needed fewer components.' For Lotus, operating in a niche area of the market means it's easier to deliver a specification which is attractive to the customer without overloading the car with unnecessary features. 'You know your customer very, very well,' reports Kershaw. 'You typically know what they are going to do with the vehicle, exactly how they're going to use it, and what their demands on the car are really going to be.'

Cars are also getting heavier due to increasing performance demands, Kershaw explains. 'It's an arms race with performance. I've got an Esprit and an Elise S1. Back then, if we were 0-60mph in under six seconds, that was a sporty car. Now, even with internal combustion engines, anything over four seconds is deemed not that exhilarating.' Getting that level of performance means more power is needed. 'You're probably going to need 300+bhp and the correct gearing.' Developing that power output might demand a bigger, heavier engine, and dealing with the performance pushes the manufacturer to fit bigger, heavier brakes which increase unsprung mass. The styling trend towards bigger wheels also has an impact.

'Design's got a lot to answer for,' says Kershaw. 'People used to be quite impressed if their car had 17in wheels. Now they're less impressed and they want 21s, 22s, 23s. A bigger wheel will always be heavier, and you've got to control that purely by the spring and damper.' Reducing unsprung mass brings handling benefits. 'It's basically about wheel control. You can run lower spring rates, less damping force, you don't have the same energy to control when you hit a pothole. If a car hits a bump or speed hump you want clean and crisp damping – you don't want oscillation because that's what you feel in the car after the event.'

Keeping masses low down in the car also improves handling. 'You want to keep a low centre of gravity,' says Kershaw. 'If you have that high you've got a big moment working to make the car roll.' Controlling the roll means stiffening the springs, which reduces overall grip and compromises the ride, or adding anti-roll bars which add more weight and can introduce unwelcome ride and handling effects of their own.

The fore-aft weight distribution of the vehicle is another important factor. 'John Miles, the ex-Formula One driver, explained to me that even if you throw a hammer handle-first, the heavy head will always hit the wall,' says Kershaw. 'That's why you've got to get weight distribution right. If you have a car that's very front heavy, it's going to understeer.'

> 'Chapman's philosophy was always that if you make it lighter, it's faster everywhere'

The point the car naturally wants to pivot around is called the yaw centre. 'A Peugeot 106 has a forward yaw centre so it's very twitchy, it turns in quickly,' says Kershaw. 'It feels like the whole car is pivoting around the front number plate. Then, a Lincoln Town Car feels like it is pivoting around the rear number plate and it's like turning an oil tanker. We're always trying to get the car to rotate right around your hip.'

Concentrating masses close to the yaw centre reduces what's known as the polar moment of inertia, and makes the car feel more nimble to drive. 'In the Evija, for instance, where the battery pack is heavy, we've tried to condense that around the yaw centre, so you don't feel that moment of inertia.'

Increasing crash safety requirements also add to a car's weight. 'In a relatively high production car – 2000-3000 units upwards – you have to comply with every regulation,' says Kershaw. 'If you're in the American market or Chinese market, they might have slightly different crash requirements. In Europe, the offset barrier test is a very difficult one to pass.' Typically, the manufacturer would want the car to pass all of the tests rather than tailor the vehicle design to a specific market. 'It's commonising for simplicity of build.'

One method of countering modern demands which are making the cars heavier is to use innovative production techniques like additive manufacturing – also known as 3D printing. 'It's got so many benefits,' says Kershaw. 'You can get to proof of concept very quickly. If we're building a development or prototype car, we haven't had to commit to tooling, so we can just send it off, get it printed, get it on a car and get testing. If you find during the development process that a brake duct needs to be X-square millimetres bigger, within a few days the guy's designed it, tested it, and you've got the part on the car.'

Another key advantage is that 3D printing can put material exactly where it is needed without being constrained by the need for shapes which are feasible to make using, say, a casting or forging process. 'You can get the benefit of light weight, strength and cool designs with bird's nest and latticework componentry, to make brake pedals and things like this,' says Kershaw. One trend is to merge parts together to cut component count and reduce weight. 'There are now suspension uprights incorporating the brake caliper and bracketry in one printing. Very efficient, very stiff.'

Kershaw believes the future of light weight lies in increasing the software control of vehicles, such as the use of steer by wire. 'In maybe 10 years' time cars will no longer be connected from the the steering column to the wheels,' he says. 'That's an opportunity to reduce heavy hardware and let software control the vehicle. It's how you get features and intelligence into the car without using lumps of metal, bolts and brackets.' A variable-ratio steering setup could use steer-by-wire, the variation added by software. No extra hardware such as an additional mechanism would be needed.

Lotus prides itself on delivering lightweight vehicles, relative to the competition. 'We always try and present ourselves as spec-aligned, lightest in class,' says Kershaw. 'It's an upward spiral. If you take weight out, you can use smaller brakes, you get more tyre grip, you put less stress through components, there's less inertia. But as cars became more complicated and safer, with more features, it gets harder to maintain that mantra.'

Specifying fewer features is just one key way to reduce weight...

...in addition to choosing expensive, exotic materials. Design has to be right, too

LAST DAWN

This **prototype T350c** embodied everything TVR would have been in the 21st Century. Was it a wrong turn or a last gasp of greatness?

Words SAM DAWSON Photography IAN SKELTON

T350c
T3 VOC

Sharp-cut tail for enhanced aerodynamics

Unmistakably TVR, intensely focused

I have to keep telling myself that this is a prototype. It may look like any other TVR T350c at first – the car which the Blackpudlian firm saw as its new mainstream offering in 2002, a step up from an MX-5 or an alternative to a Z4 – but user friendly, it isn't. Just to fire the ignition, you have to turn the key one click in the barrel and press a button on the fob, then press two unheralded triggers on the back of the steering wheel – twice – to activate the fuel pumps. Only then can you turn the key a second click and the engine will finally start.

And far from the silken, carefully-tuned snarl you'd get from its Bavarian rival, there's a deep, pebbledashed grumble. Thanks to these Speed Six TVRs' dry-sump oil systems, they need thoroughly warming through before you dare – or are permitted – to indulge the throttle. Until then, they sound both cantankerous and unhealthy.

The cockpit is cramped and tight too, with a beetle-browed view out of a windscreen so low and slit-like that TVR didn't even bother with sunvisors. It's beautifully trimmed, in quilted leather with bespoke aluminium fixtures everywhere you look, but in time-honoured TVR fashion it still contrives to smell predominantly of hot oil and glue. And of course, the dashboard is borderline incomprehensible, a combination of unlabelled switchgear, LCD screens ablur with constantly-shifting numerical readouts, and a metallic speedometer and tachometer with not enough visual contrast between needles and instrument faces, not enough numbers round the perimeter, and an odd, digitally-controlled jerky action that makes it difficult to gauge the progression of anything. The only message I get from it is, 'keep your eyes on the road.'

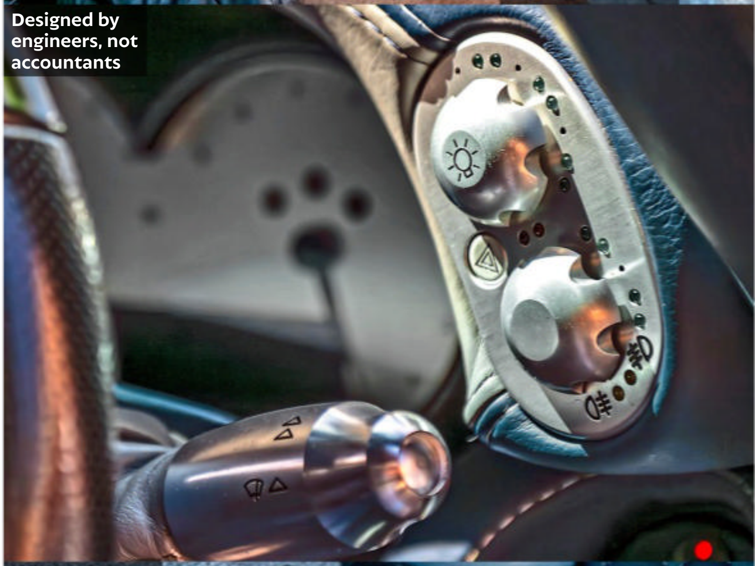
But as I have to keep remembering, this is a prototype. It may well have been rushed to completion too. Before the launch, in its last pre-Clarkson-reboot twitchings, *Top Gear* sent Jason Barlow to Bristol Avenue to check on the progress of a new generation of all-bespoke TVRs due for arrival at the 2002 British Motor Show at the NEC in Birmingham. TVR PR man Ben Samuelson confirmed that the new T350 range had been turned around in just six months, although ahead of the show admitted the development crew was 'getting twitchy' as the deadline loomed. Even boss Peter Wheeler knew it wouldn't be completely finished by the time the car arrived at the NEC. At 10pm the night before opening press day, it was still being trimmed. To this day, neither the door mirror adjusters nor the heated rear window elements are wired up.

The following morning, Samuelson pulled the covers from this very T350c in front of a frenzied barrage of press flashbulbs, while Wheeler drove up onto the stage in a second prototype finished in metallic green. The price for this new TVR, Samuelson said, would be just £37,750.

TVR, so it seemed, had done the impossible yet again. Ever since Wheeler replaced Martin Lilley at Blackpool in 1981, his genius combination of relative mechanical simplicity compared to mainstream rivals, huge power and thorough chassis engineering had carved out a unique niche. Old-fashioned tubular-backbone chassis construction also meant it was possible to essentially rebody the same underpinnings with minor variations to create 'new' models far faster than ponderous industrial-giant companies could comprehend. The result was an ability to profitably sell cars at prices seemingly completely out of whack with the amount of performance on offer. The T350c had 290bhp, did 0-60mph in 4.4 seconds, and topped out at 175mph. That left the similarly-priced top-end BMW Z4 3.0 a long way behind. Against the clock, the TVR matched the £103,000 Ferrari 360 Modena.

In truth, as journalist Harry Metcalfe suspected when he road-tested this car after the show, the prototypes were even faster, hinting at what was to come. It has a 4.0-, rather than a 3.6-litre

Direct steering makes T350c an extension of driver

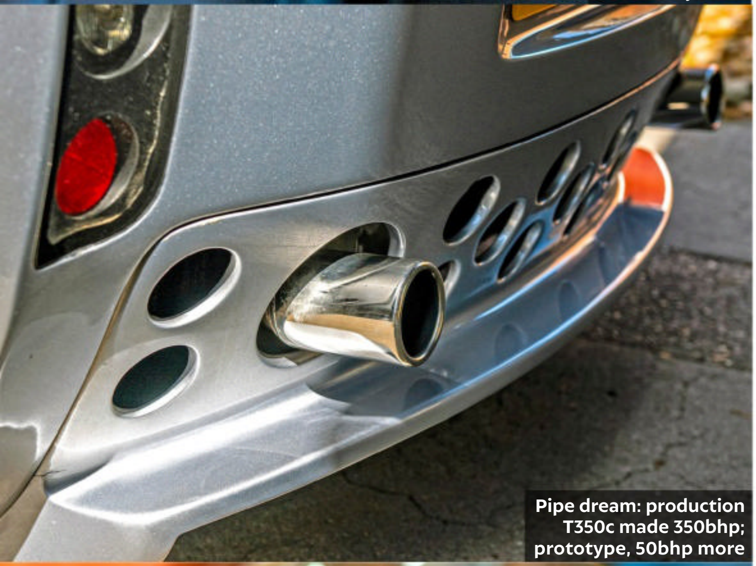


Designed by engineers, not accountants

Sumptuous trim doesn't scream 'prototype'

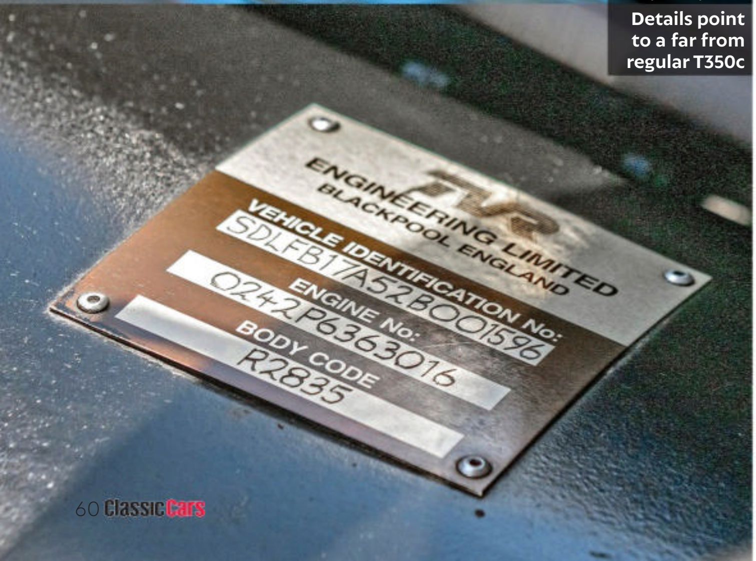
Gearbox one of many sensory experiences

Even lightweight detailing is beautifully done



Pipe dream: production T350c made 350bhp; prototype, 50bhp more

TVR really had a handle on bespoke parts



Details point to a far from regular T350c

Speed Six, in the manner of the yet-to-be-announced, racing-inspired Sagaris. In other words, 400bhp, just four seconds to 60mph, and a top speed quite possibly higher than 190mph, given this prototype's lack of the Sagaris's downforce- and drag-inducing splitter and gurney flap. Forget the 360, this is 575M Maranello territory. In something the size of an MGB.

Perhaps the biggest surprise this T350c springs, given its almighty performance potential, is how compliant it seems. There's something about the immediacy of its steering, with its 1.8 turns lock-to-lock, that makes it feel like an extension of my own body on this twisting country lane south of Oxford. Thanks to their separate-chassis construction, convertible TVRs never suffered from scuttle-shake anyway, but the T350c's hard-topped structure feels impressively stiff, a sense heightened yet further by Wheeler's decision to plumb a roll-cage into the cockpit to quickly evaluate the car's suitability for GT racing.

And yet the chassis breathes with the road in that time-honoured British front-engined sports-car fashion. This was a product of the early 2000s, a time when it seemed that a car's perceived 'sportiness' could be measured in a near-complete lack of suspension travel and a harsh, buzzy cockpit full of Alcantara. Yet there's an old-fashioned nuance about the way the T350c reads the road beneath it, with long-travel dampers, that's more reminiscent of a Jaguar E-type or Lotus Elan.

It might have been TVR's platform for the future but there is something satisfyingly timeless about the way the T350c looks too. That sleek, low nose was shaped to lower wind noise according to Samuelson, but curves are paired with a Manx-tailed abruptness that instantly recalls the Grantura. The boomerang light clusters and drilled undertray may look radical and futuristic, but that glass rear hatch is pure Taimar.

I find another link to the past when I take my left hand off the wheel and reach for the gear lever. The steering is so direct that even doing this is enough to make the nose twitch. Then go for the gearshift: short and stubby, sitting high on a quilted leather-clad transmission tunnel, the aluminium ball scalding in the summer heat. Flick it across the gate with a firm sense of purpose, feeling steel linkages yank cogs back and forth below. At a time when cars with this kind of performance were being increasingly offered with soulless done-for-you sequential transmissions, it's another sensory cue that links this post-Millennial car to 50 years of predecessors.

But with oil flowing freely through its arteries, that Speed Six engine is savage. Rather than the rumbling off-beat of the TVR-tuned Rover V8s in Wheeler's earlier cars, at half-throttle there's a rapid, precise metallic clatter, like a Victorian mill full of looms. Press the pedal harder and it coalesces into a powertool shriek, intensity building in parallel with road speed and revs. No, a Porsche might not feel this phrenetic, but you'd have to go back to the days of the aircooled 911 2.7RS to find one that felt quite so viscerally alive. The brakes may lack ABS, but rather than feeling like an example of Wheeler's behind-the-scenes cost-cutting, it smacks more of racing practice. They haul the T350c up firmly and decisively, so long as you're progressive and nuanced with your right foot. Stamp on it, especially in the wet, and it'll no doubt both lock and slide.

But as was always thus with TVR – they'll only bite if you're foolish with them. The problem TVR faced when it launched this T350c was that attitudes were changing. The 2001 action blockbuster *Swordfish* had handed a starring role to a TVR Tuscan alongside John Travolta, resulting in a clamour from Americans to buy them, despite the fact that the cars' lack of ABS and airbags rendered them ineligible for sale in the US. The Speed Six engine wouldn't meet US emissions regulations either.

The impetus, however, was there for the first Federalised TVRs since the early-Eighties Tasmin, but it would need an off-the-shelf engine from a third-party supplier in order to make

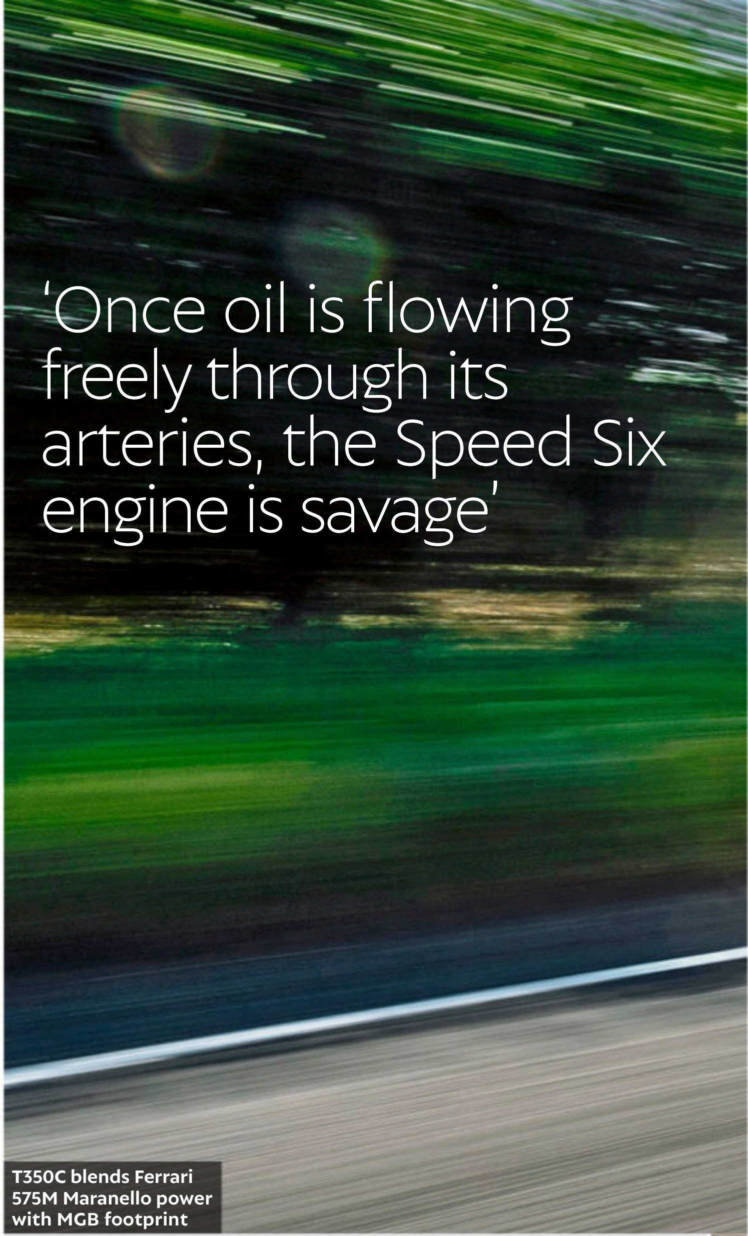
'I find myself homing in on the very kinds of detail that made the accountants so irritable' economic sense. And not just in the US either. The likes of the Porsche Boxster S and Mercedes-Benz SLK32 AMG might not have been quite so quick as a TVR in terms of raw figures, but they came from mainstream dealerships, had comprehensive warranties, could be sold all over the world, and were so reliable that they could be used every day in all weathers.

Since BMW bought Rover in 1994, Wheeler had known that its V8, which had powered TVRs since 1983, wouldn't be long for this world. But with the Nineties sports car boom mutating into a new breed of big-brand affordable junior supercars, the question of where to source a replacement engine was vexed, especially in a world where transverse installations and front-drive was the mainstream norm. Of the remaining rear-drivers, the likes of BMW and Mercedes built their own TVR rivals and wouldn't countenance the idea. Toyota was about to discontinue its Supra, Nissan's 350Z launch was imminent, and any American V8 would put TVR in direct competition with the dynamic-handling – and £10k cheaper – Chevrolet Corvette C6.

TVR persisted with its Al Melling-designed dual-purpose road-and-race AJPV8 and Speed Six engines, but even by the time the covers were whipped off this T350c in Birmingham in 2002, the firm was in trouble. After a late-Nineties heyday selling well over 1000 cars a year, peaking at 1676 in 1998, the main bulk of which were Rover-powered Chimaeras, sales had gone into freefall. Just 978 cars were sold in 2000 as the Speed Six debuted in the new Tuscan, a promising 550 being shifted in its first year, but as warranty claims started racking up regarding the new engine's brittle camshaft finger-followers, and drivers used to more mainstream sports cars found themselves infuriated with its idiosyncratic electrics, sales fell dramatically. By 2001 TVR sales were down to 667, 632 in 2002, and the new T350c seemingly did nothing to reverse the decline. Despite it being TVR's biggest seller of 2003, with 231 finding homes, it compared poorly as a range mainstay to the Chimaera, of which 1115 had been sold in 1998, just five years earlier.

In 2004, on the quiet, Peter Wheeler put TVR up for sale, having not publicly released any company finance details since the T350c's 2002 reveal, which had shown the company to have made a £400,000 profit that year. *CAR* magazine called upon independent automotive-industry business analyst Garel Rhys to make sense of the situation, and he postulated that TVR was indeed in an impossible situation: its own engines were too unreliable, anyone with a viable off-the-shelf powerplant already made its own TVR rival, and to make matters worse, TVR's insistence on doing everything in-house in the name of maintaining independent control and bespoke design, right down to the interior switchgear, had made developing the cars unfeasibly expensive. It was very much a firm, Rhys reasoned, where the engineers had elbowed the accountants out of any positions of decision-making authority.

And yet, as I pull up in the village of Dorchester, I find myself homing in on the very kinds of detail that made those accountants so irritable. There is only one external handle, and it's a beautifully-turned aluminium talon of a thing mounted at the base of the frameless glass tailgate: unique, as production items were redesigned when Wheeler found it trapped his fingers when closing the boot. There's a dimple in the bodywork after the fuel filler was re-sited – Wheeler found the original difficult to open, and despite being a laborious process – you have to open a little upholstered door in the boot and pull a hidden lever – it's just so elegant, a hemisphere of aluminium rolling back to reveal the filler neck. And of course the doors, opened not by conventional handles, but by buttons underneath the mirrors, leaving the flanks completely unadorned. Wheeler always claimed they were an ingenious anti-theft measure, but all of these elements are examples of what nauseating mainstream car marketing types refer to as 'surprise and delight



'Once oil is flowing freely through its arteries, the Speed Six engine is savage'

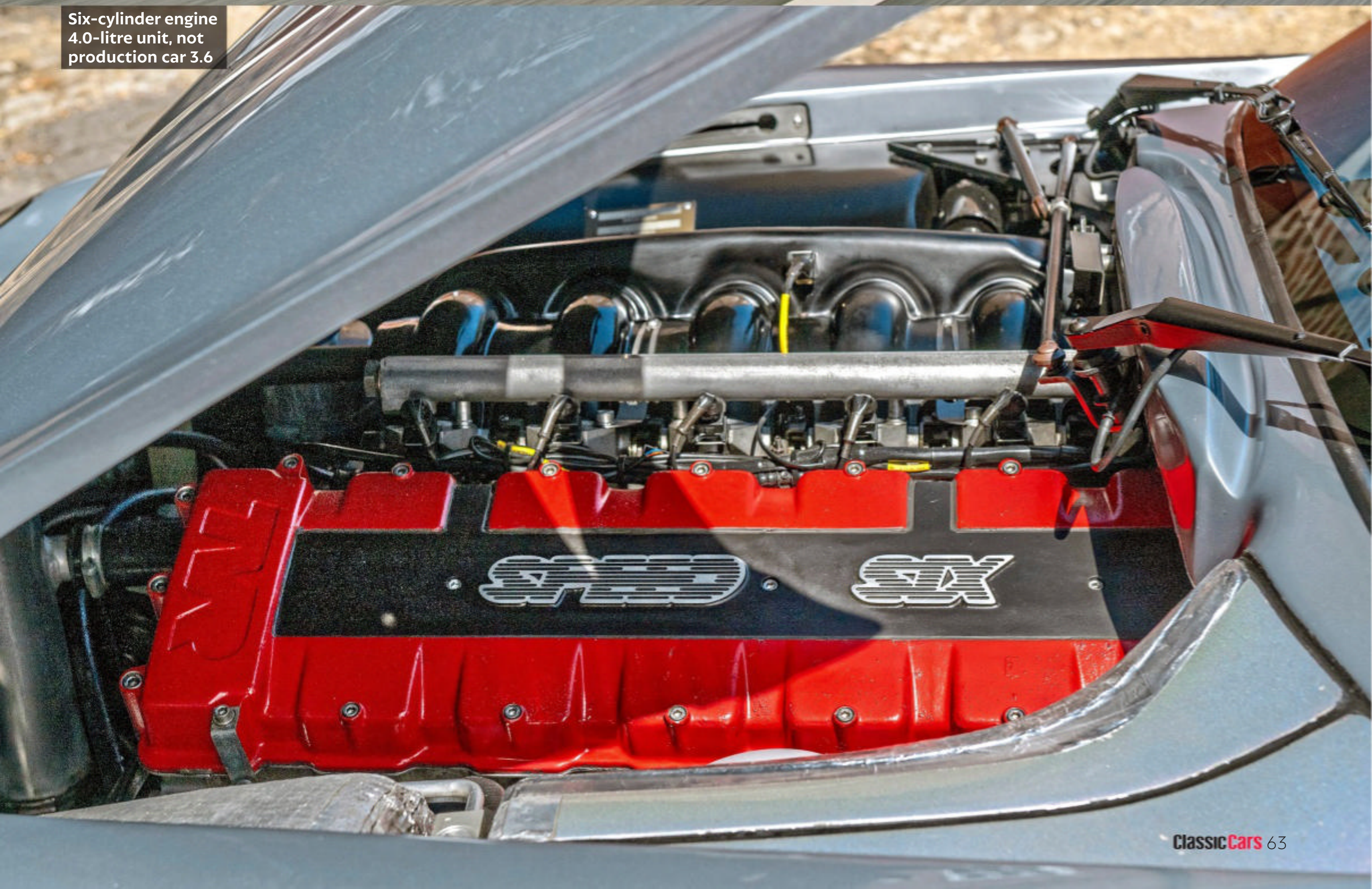
T350C blends Ferrari 575M Maranello power with MGB footprint

OWNING A TVR T350C

'I'd had a Triumph GT6, a Porsche 996 and a Turbo Technics Ford Capri, but I'd always wanted a TVR,' says owner Jonathan Hampton. 'I didn't care about the reputation for unreliability, I wanted something to drive, so I swapped the Capri for a Griffith and never looked back.

'I saw this T350c at a dealer a few years ago, but before I had the chance to see it, it went up for sale at Iconic Auctioneers. But it didn't sell, so I tracked down its original dealer, James Agger, he knew the guy who was selling it, and he put us in touch.

'Since then, it's been perfectly reliable. I've driven it to France and it never missed a beat, although it was completely restored by TVR specialist Str8Six in 2009 – it was there where the engine was discovered to have been a 4.0 rather than a 3.6, and essentially the same specification as the Sagaris. They also found that Peter Wheeler had signed the inside of one of the doors.'



Six-cylinder engine 4.0-litre unit, not production car 3.6

‘Whether this car marks the beginning of the end for TVR depends on your perspective’

How could a car that looks like this sell poorly?

features.’ Little pieces of theatre typically used to add pizzaz to some unremarkable runaround. But on a TVR – just about as theatrical as cars get this side of Sant’Agata regardless of how you get the driver’s door open – they seem like evidence of something else. Was Wheeler really safeguarding his supply chains, or just wanting to go out in a blaze of bespoke glory?

This car’s life hints at the turbulence that beset TVR in the early 2000s. After doing the motor show rounds, it was resprayed in the conventional metallic silver you see here. Originally it was Spectraflair Pebble Lamonta, which blended blue, silver and gold depending on how the light fell on it. But after six months of being subjected to track testing by TVR engineers and motoring journalists alike, it was peppered with stonechips. Lift up the bonnet, though, and you can still find some Spectraflair luminescence lurking in its slam panels.

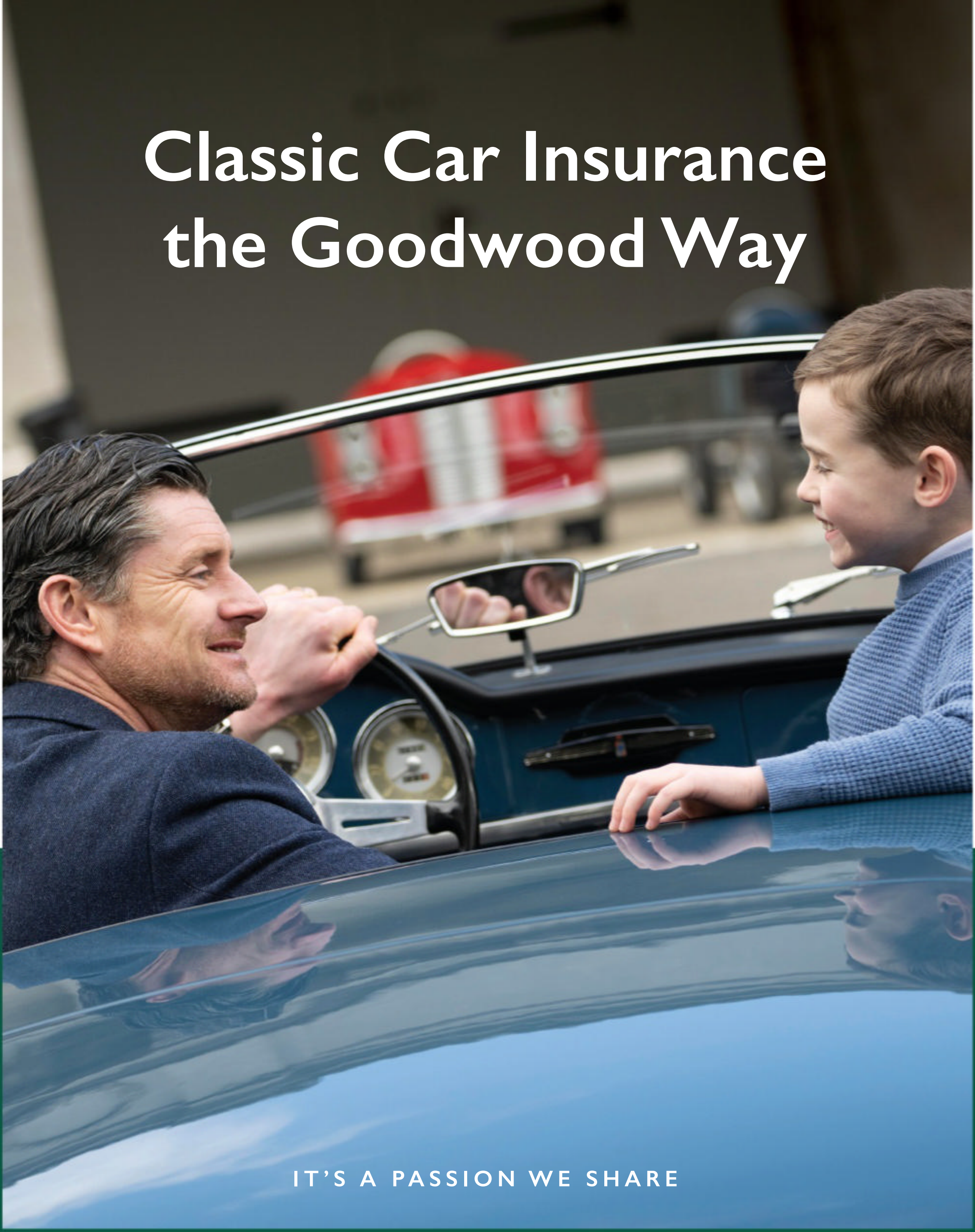
But after that early buzz of activity, having covered 30,514 test and development miles, it languished. Russian entrepreneur Nikolai Smolensky bought TVR in July 2004, and announced that all future models would be on limited-production runs of 500, seemingly to duck under the numbers that would incur the requirement for increasing numbers of mandatory safety systems like ABS, traction control and airbags. Despite this, Smolensky saw the dramatic Sagaris through to production in 2005, but all was not well. Production dropped to just three cars a week. In October 2006, Smolensky announced that TVR production would be transferred to Turin for 2007, claiming to have reached a deal with Bertone, although the carrozzeria refuted it when questioned by *Automotive Management* magazine. Curiously, three weeks later, this prototype was back on the road, receiving its first MoT certificate on 6 November 2006 before being sold to TVR dealer James Agger. Smolensky had just made 250 staff at the Bristol Avenue factory redundant.

Whether this car marks the beginning of the end for TVR, or is an embodiment of a series of missed opportunities and cruel twists of fate which ultimately silenced the thunder from Blackpool, depends on your perspective. There’s no denying its wilfully user-unfriendly quirks, but in reality these had been a growing theme on TVRs since the Cerbera of 1993. But it does seem to mark a fulcrum point in the existence of the firm. From this car, and this prototype’s ballistic four-litre engine, we got the firm’s true defiant final act in the form of the Sagaris. And yet, it also embodies the moment when TVR turned its back on the mass-market recipe that had introduced TVR to so many new customers via its predecessor Chimaera.

But it also marks the very last of a single-minded breed of British sports car, before legislation effectively banned it. Intense, uncompromising, focused and gloriously mechanical, it’s the first of the last of its kind.

2002 TVR T350c prototype

Engine 3996cc in-line six-cylinder, dohc, TVR electronic fuel injection **Power and torque** 406bhp @ 7000rpm; 349lb ft @ 5000rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack-and-pinion **Suspension** Front and rear: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Front and rear: vented discs **Performance** Top speed: 190mph; 0-60mph: 4sec (estimated based on Sagaris) **Weight** 1187kg **Fuel consumption** 22mpg **Cost new** £37,750 (standard production T350c) ***Classic Cars* Price Guide** £16,500-£27,500 (standard production T350c)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BAR
FOR
ROTARY LIFT
GGW 330J
805 LG
IIB 308

Epic Restoration

'Let's restore the 308 like a 250SWB'

You're the boss of a **Ferrari** specialist, and your wife remarks that your own **308GTS** is looking tatty. Hide it away, or go to town on the restoration?

Words NIGEL BOOTHMAN Photography JONATHAN FLEETWOOD

KAWAYS
YOUR FERRARI
39
Shell
CH.POZZI
365 GTB

One day my wife Andrea said, "You do all these Best-in-Show winning cars, 275s, California Spiders… yet you drive this scruffy 308 with rusty doors," and it made me think. I decided we should really go for it – let's restore our 308 in the same way we would a 275GTB or a 250SWB,' says Ian Barkaway, owner and director of Ferrari specialist Barkaways.

The family Ferrari, a 1979 308GTS, has provided a great deal of joy as well as creating formative memories for Ian's son, Ben, who grew up to join the family firm. He would also be instrumental in the project that transformed this Ferrari. Says Ian, 'We have pictures of the kids in the car when they were young, in their pyjamas, so it means a lot to us. But a few years back it was really starting to look a little untidy.

'More than 20 years ago, we just about managed to buy the 308GTS with an extension on the mortgage. We were having the kitchen done, and we thought, well… stretch things a little bit further and we also might be able to have a Ferrari in the family to drive and enjoy, rather than just working on them for a living.'

Based in Kent, Barkaways has restored some very significant cars with a string of prestigious concours prizes to prove the quality of its work. But that can bring frustrations with it, as Ian points out. 'We're not always allowed to mention the really "big" cars we look after, because the owners can be publicity shy, which is understandable. Still, it's a shame to see the team working so hard on a restoration with no recognition. That was part of what fed into the idea for this car.' Along with Andrea's comment, another factor that kicked the project off was a trip back from Goodwood in the dark, with the alternator light coming on, the headlamps getting ever dimmer and fingers crossed to get home without conking out.

Low point

'Probably adding up what the paint cost to do… with nearly £5000 in materials and months of Rigor's time, I reckon it was a £50,000 paint job'
Ian Barkaway

Stripped back, stripped bare

Ian and Ben were going to have to fit the rebuild of the 308 in around edges of the working day, in practice, and well into the evenings and weekends, though the technique would be just the same as that taken for any full-house vehicle restoration. Ben took on the bulk of the strip-down work.

'As the car came apart, I was doing a lot of number hunting. There should be chalk marks on all kinds of pieces, like doors, headlamp pods, bonnet lid, bumpers, wings and so on. Locating all of these is important when you're authenticating a car, especially something very rare and valuable, because it lets you tie what's in front of you to the build record.'

Epic Restoration of the Year

This Ferrari 308GTS is one of 12 Epic Restorations you'll be able to vote for in 2026, with the chance to **win fabulous prizes** of premium workshop gear from Machine Mart, including this *Clarke PRO396 222-piece tool set with seven-drawer tool cabinet. classiccarsmagazine.co.uk/EpicRestoOfTheYear. T&Cs apply.

*Prizes subject to change. They will be confirmed by the May 2026 issue

With the 308, it was less a case of proving the identity of a multi-million pound car, and more about uncovering its untold history. 'We discovered that it had suffered a small thump on the left-hand front, but generally if you can match front, middle and rear body numbers, then you know that the car hasn't been involved in a massive accident.'

Then it was time to get on with reducing the GTS to a bare bodyshell. 'Getting the engine out is a bit of a science,' says Ben, 'but if you remove the bellhousing, you can work the engine and gearbox free as one unit. Another challenge is the bonded-in screen, especially if you plan to re-use the glass.' In this case, Barkaways would be having a new screen made with a blue tint to match the colour choice (more on that later), but it was good practice to get the old one out intact. To achieve that, Ben sliced down the side of the glass all around, and then from inside, across and underneath to meet the first cut.

Off came the running gear, out came the interior and the wiring loom, and finally the pieces that would give the best possible access to both the chassis and support tubes. The 308GTS uses a sturdy twin-tube chassis, but onto that is welded a box-section tubular steel frame to support the Pininfarina-styled body. This is difficult to get at without removing the surprising amount of glassfibre that remains even in steel-bodied 308s, even after the switch from *Vetroresina* body production that took place in 1977.

'Take out the grp front bulkhead, floor panel, spare wheel bucket, the boot floor, the piece behind the seats and the front bumper and you can reach all of the chassis with the blasting medium,' says Ben. In the 308's case, that blasting medium would be soda crystals. It's about as tough as you can go on elderly Italian steel without the risk of doing more than removing old paint and rust – and Ben says you still need to be careful not to distort large panels. But once back, safely protected in etch primer, the car's structure was ready for repair.

Each to their own

Ian Barkaway likes working on engines, and the 308 was going to receive his most thorough going-over. While Ian was planning out his approach and checking spares availability, Ben and his colleagues from Barkaways' body shop had some decisions to make about the chassis and body panels.

'We often assume that everything from the swage line down will need work,' says Ben, 'and while this one wasn't as bad as some 308s, there were areas that needed attention. It required two lower door sections, lower rear wings and sill repairs, plus those little wing sections behind the front wheel.' The sill panel came off the shelf at Superformance, but the rest were made at Barkaways, created by hand from sheet steel using bodyshop tools, including a roller, folder, hammer and dolly.

Chassis repairs were mercifully limited, with only a wing support needing replacement. Even with restricted working time, progress for this part of the job moved along well and within a year of the 2018 kick-off, the body could be presented to Barkaways' paint shop for the long preparation process to begin.

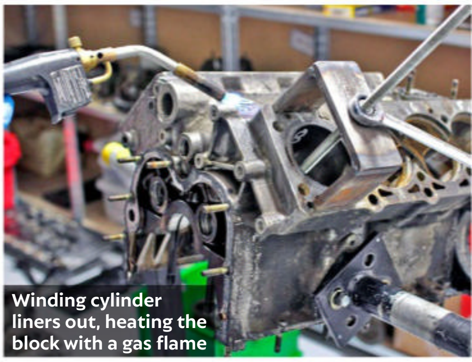
Ian had also made good progress on the engine, at least to start with, because the three-litre, four-cam V8 was running comfortably enough when the project had commenced, and sure enough, no major flaws emerged. Annoyingly, though, that doesn't make the process of rebuilding one of these aluminium motors much quicker, as Ian describes.

Looks shiny enough, but there's rust in those doors...

Sill and lower A-post cut away, repairs to wing support next

Loom would be saved with new connectors

Soda crystals remove paint without hurting the steel beneath

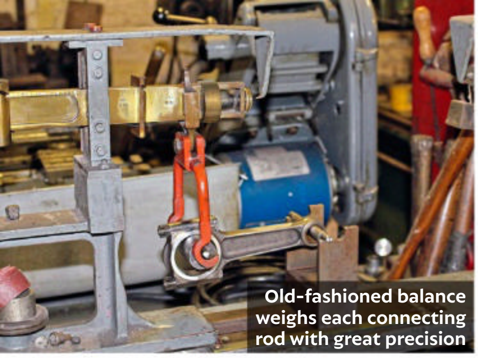


Winding cylinder liners out, heating the block with a gas flame

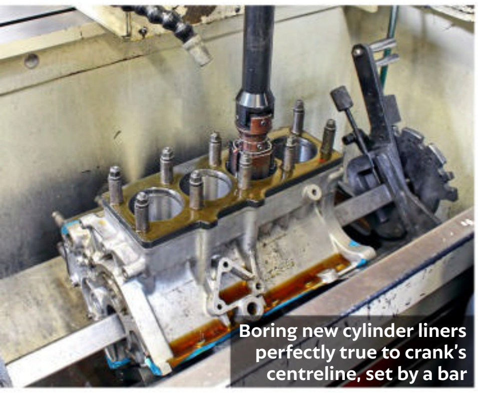
308's styling creates challenges for the painter, such as louvres behind headlamps (inset)

Back from the blaster and protected with primer before repairs

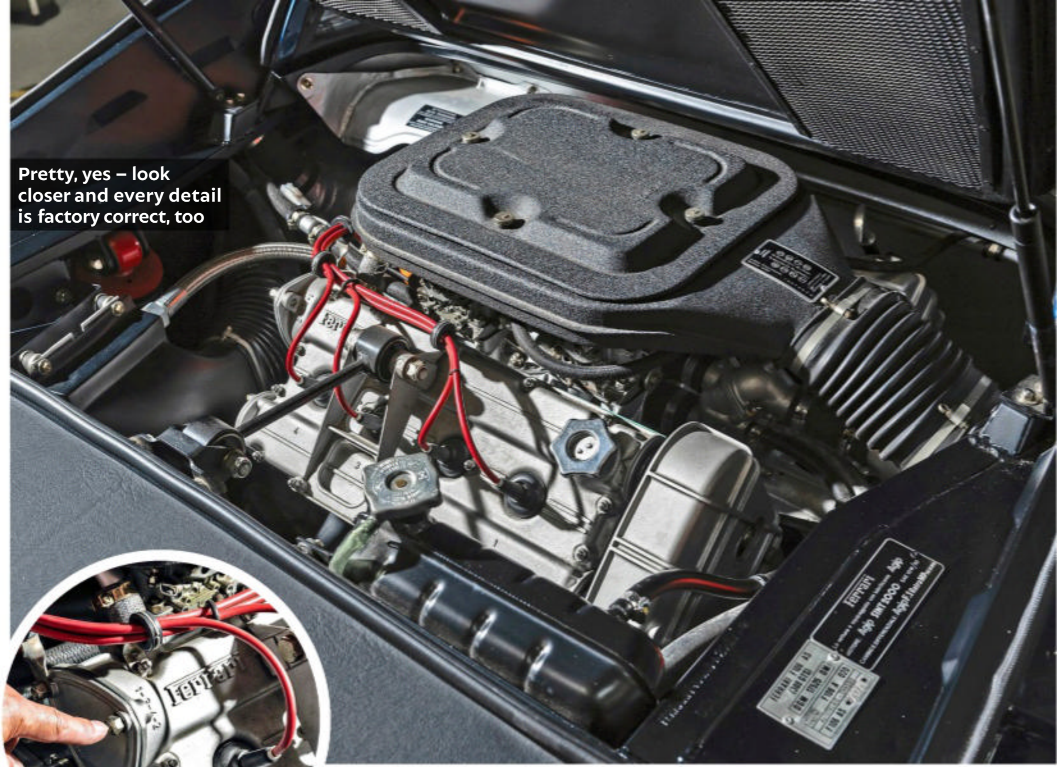
Paint wizard Rigor Tabbert explains the challenge of the 308's angles and edges



Old-fashioned balance weighs each connecting rod with great precision



Boring new cylinder liners perfectly true to crank's centreline, set by a bar

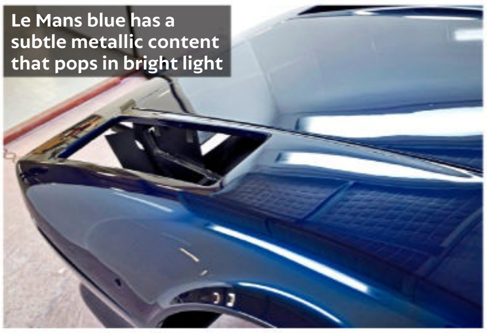


Pretty, yes – look closer and every detail is factory correct, too

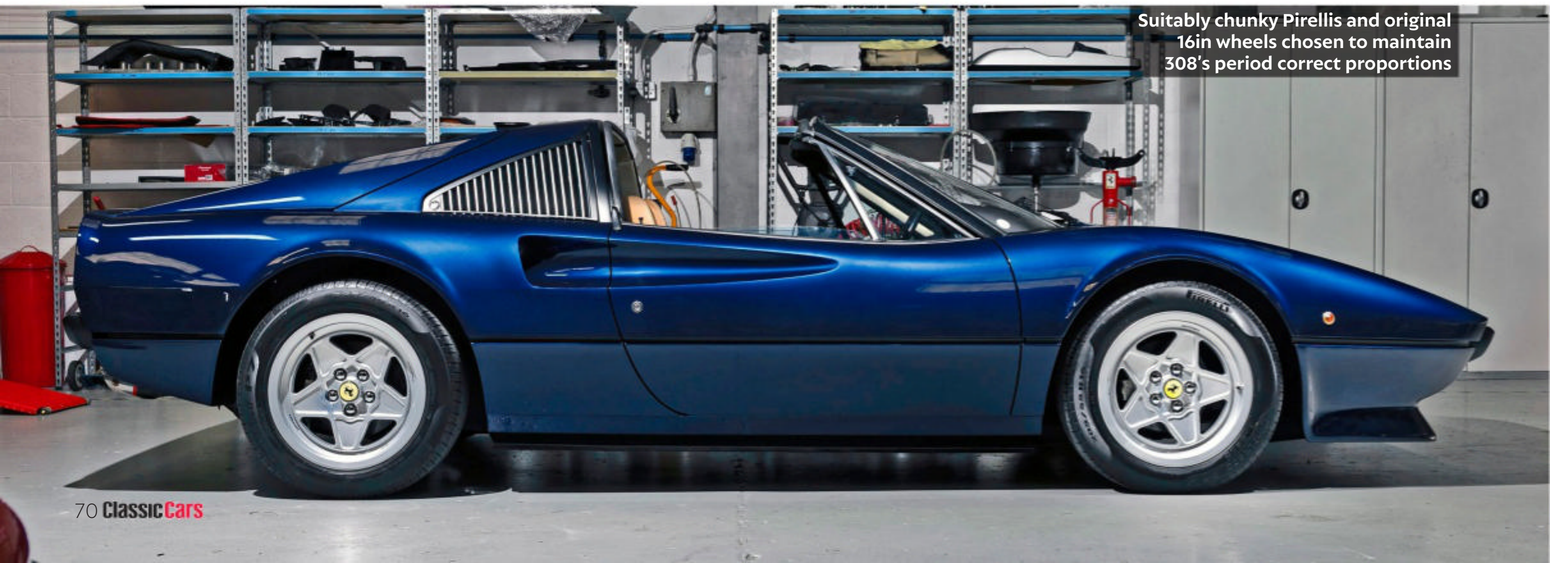
This is where the time goes – perfecting the surface before paint

Ben Barkaway describes the tricky seat trimming required

Surface complete, Rigor starts the paint process



Le Mans blue has a subtle metallic content that pops in bright light



Suitably chunky Pirellis and original 16in wheels chosen to maintain 308's period correct proportions

‘Even in decent condition, the cylinder heads corrode onto the head studs, and we’ve had to develop ways of coping with that,’ (see Tool of the Month) says Ian. ‘Then, once you’ve got to the cylinder block and removed the crankshaft, you might as well get the cylinder liners out, because having one of them let go after an expensive rebuild sends you back to square one.’

These are wet liners; each one is partially in contact with the coolant in the block and therefore needs to seal perfectly at both the base and the cylinder head. Getting the correct protrusion of the liner above the deck level of the block is crucial – too little protrusion, and cylinder pressure escapes. Too much, and the head gasket can never adequately fill the gap around it, and the gasket subsequently fails. When the right amount is only around a thousandth of an inch, any machining work must be top notch.

High point

‘Driving around the lawn at Blenheim Palace with Ben when the win was announced over the tannoy was quite a father-son moment!’

Ian Barkaway

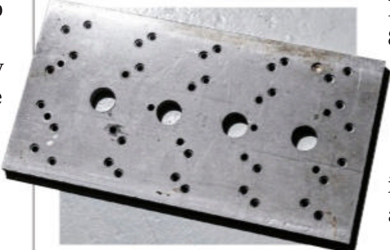
‘The liners are dry fitted, then checked for protrusion and if necessary, a tiny amount removed from the base,’ Ian explains. ‘But we also need to make sure they’re sitting perfectly square to the crankshaft centreline. To achieve this, the engine boring mill is set up with a bar on the crank centre, plus a deck plate to hold the liners in place, clamped down on the head studs so that the liners can’t spin when the tool touches them.’

Ian chose new Teflon-coated Wössner pistons to raise the compression ratio to 12:1, which he says works better on modern fuels with standard camshafts, adding a bang and a crackle to the exhaust note and probably providing a few more horsepower. He ensured the compression ratio was as consistent as possible across all eight cylinders by measuring combustion chamber volumes with a graduated pipette.

‘We went to Steve Curzon of Vulcan Engineering at Brands Hatch for all of the head work, milling, grinding and its expertise in static and dynamic crank balancing. The guy at Vulcan who was shaving very tiny amounts off the piston and rod assemblies was talking not in ounces, but in 1/16 ounce! He also told me off for forgetting to bring one gudgeon pin circlip because it affected the balance.’

Attention to detail like this went a long way to future-proofing the engine, but would be matched by Ian’s almost compulsive attention to the external details – the ones the concours judges see – just as close to perfection. And speaking of perfectionists…

MY FAVOURITE TOOL



Cylinder head removal plate

‘When the cylinder heads stick to the head studs because of corrosion between the steel studs and alloy head, it’s amazing how strong corrosion can be,’ says Ian Barkaway. ‘Using force risks damaging a head that’s no longer available. We’ve tried everything over the years; heat, penetrating oils, but nothing worked. The only solution was to make a thick steel plate that can be bolted onto the cylinder head with the cam shafts removed. With threaded bolts tapped into the steel plate, you can apply even pressure to the top of the head studs and effectively jack the head up. This can take several days, with a small turn on the bolts every day.’

Paint it like a prize

Rigor Tabbert has been painting cars at Barkaways for many years now, but unlike some in his trade, he’s not one to stick with the same approach if technology develops. That could mean improvements in fillers – now perfectly good enough to justify dumping the traditional Ferrari approach of lead-loading, reckons Rigor – or it could involve working with modern water-based paint because the range and accuracy of colour matters more than the challenge of working with it.

Ben has played a big part in developing this ability at Barkaways. ‘I was very grateful for some help from PPG UK, a major paint supplier. Over a passage of time we could transpose all the old Ferrari colours into water-based paint codes. Then it was a case of spraying out genuine samples of each – the old, and the new water-based version – to check just how close they were and keeping all those samples in one folder.’

This should guarantee accurate paint matching for decades to come, and a better finish too. Rigor was finding that old supplies of solvent-based paint would not behave consistently or could shrink when they were drying. But before he could go near the spray guns, there were hundreds of hours of preparation in getting the 308’s surfaces as they should be.

‘That’s where all the time goes. I worked the surfaces by hand, and that means shaping and flatting everything with long sanding blocks rather than using a machine sander. It sands away my skin, too… the fingerprint recognition doesn’t work on my phone now! When it’s all finally looking good, it’s time for the dry fit.’

This was much more involved than simply bolting on the closing panels. Ian removed the old door pins, reamed out the hinges and pressed in new pins, removing any slop in either door, then adjusted the catches so the doors close perfectly under their own weight. Rigor could then perfect panel gaps all round, ensure every piece of brightwork, plastic and metal trim sat as it should, and move on to painting… once everything was stripped off again.

Ian and Ben both liked Le Mans blue, a change from the car’s original Rosso over Crema hide, but Ian had been inspired by seeing a 355 in the more sparkly Tour de France blue and felt a more subtle metallic content would suit the 308GTS perfectly.

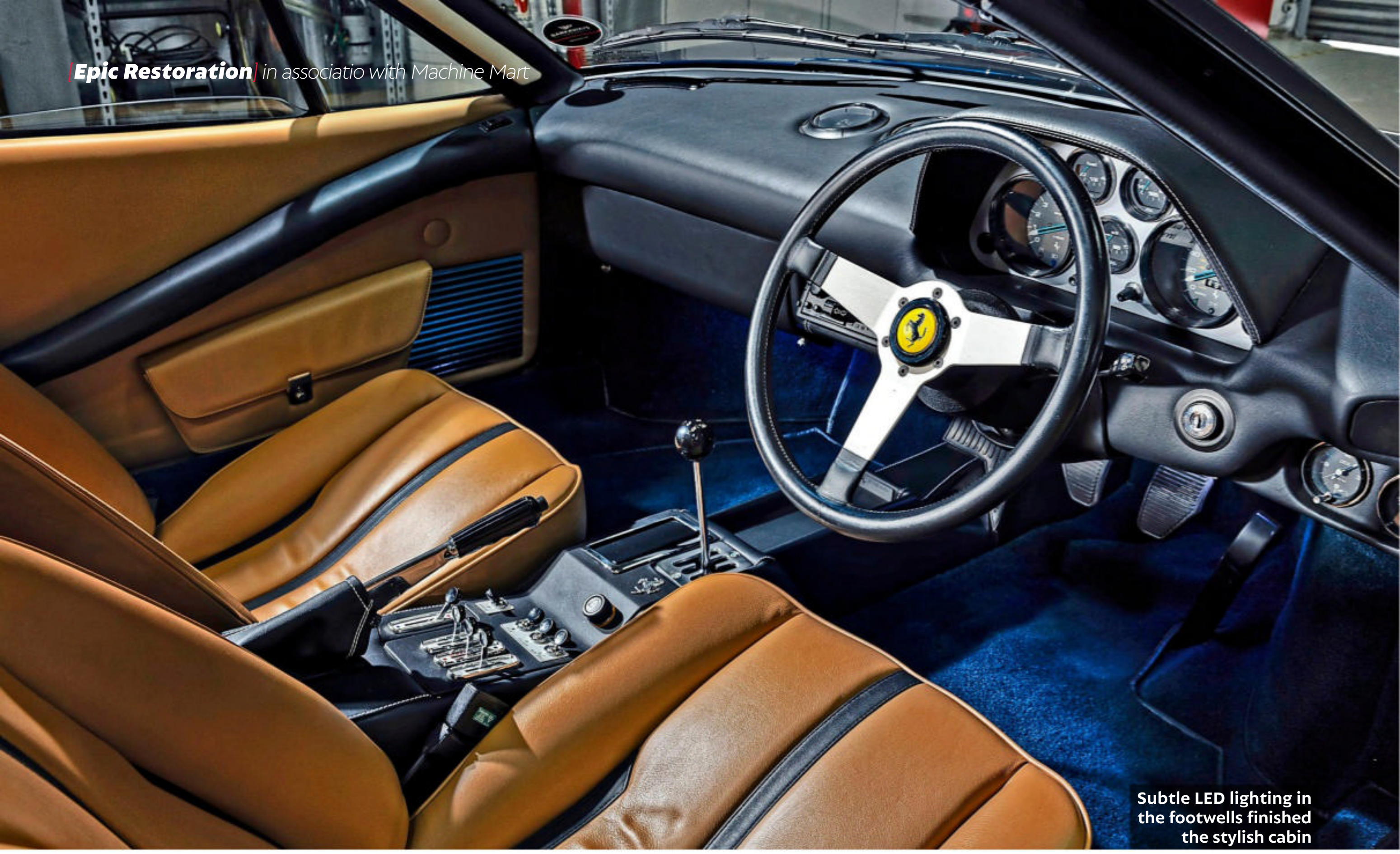
‘I checked how well the paint would cover by using a spray-up card with black and white dots,’ says Rigor. ‘You have to know how each colour will behave on both surfaces and edges. This time, it took four coats with quite a long interval in between, because the water-based paint doesn’t “flash off” like solvent-based material does. Also, the lacquer has to go on within 24 hours to get adhesion, and in practice I sprayed two coats as soon as the colour coat was dry. Then it was into the oven for one hour at 60°C. Finally, I flatted the whole car by hand with an 800-grit finish and applied a third coat.’

Working up to this extraordinary shine involved removing any orange peel finish with 1500 grit wet-and-dry paper, then 2000, then 3000 and finally up to 6000, each stage involving two or three days of labour as Rigor again tackled it totally by hand.

Delighting in the details

Ian, Andrea and Ben took a trip to see Jonathan Connolly, purveyor of high-quality hides, where they could leaf through a wide choice of different tones and textures to find what best-suited the 308. Once happy with a tobacco shade that would complement the Le Mans blue, they sent the seats and door cards off to M&K Trim in Aylesford, just up the road from Barkaways’ East Peckham premises.

‘The seats were given new foams, hand-cut from blocks of foam to restore the fullness of the seat bolsters and squabs. The hides were worked in with the black inserts to match the rest of the interior,’ says Ian. ‘Trimming a 308 is surprisingly complicated, because the seat bolsters are attached below the surface of the squab with gussets that require considerable



Subtle LED lighting in the footwells finished the stylish cabin

All-new coilovers meet the original fixings

Ian, Andrea and Ben chose hides at Connolly's

Specially built for
Ian Barkaway

Your car, your firm, so why wouldn't you?

skill and experience to get right. The leather-bound navy Wilton carpet just finished the job off superbly.'

After work had slowed right down during the covid pandemic when the whole business was obliged to spend some time in hibernation, the pace picked up again in late 2021 and 2022, with new and refurbished parts – including the eight powder-coated wishbones and anti-roll bars – arriving and queuing up to be fitted. 'Colin Sowter at Superformance supplied most of the new parts we needed including an exhaust, brake and clutch master cylinders, suspension bushes, ball joints, engine and gearbox gaskets, and door and screen rubbers, as well as all the service items,' says Ian. 'Other components like the bulk of the suspension and steering were powder coated and re-fitted, while I could concentrate on getting the engine right.'

There were necessary tasks, like verifying the cam timing with a protractor, and then a great many more that only a few people in the world would even notice. 'There are lots of fixings visible in the engine bay, and many of them are Ferrari-specific,' Ian explains. 'Most of the nuts you can see are deeper than normal, so less thread protrudes. The hose clips are different from a standard jubilee clip and the cable ties are Ferrari's own top-fitting design. Even the colour of the nylon in the nyloc nuts has to be right!'

Luckily, most of the correct parts had survived with the car, so Ian ensured they were cleaned and re-passivated – a chemical reaction process that enhances the corrosion resistance of metals, in particular stainless steel, by creating a protective oxide layer on the surface – in small groups so nothing went missing, then back on the car they went. Well, when you're competing in a concours field with other 4000-hour restorations, what sets the car apart?

Ben managed to rescue the existing wiring loom, 'topping and tailing' it, as he says – repairing the ends and removing unwanted extras like old immobilisers, decluttering it of DIY connectors. Ian reunited the engine with the rebuilt gearbox – which needed only bearings; no new synchros or fresh gears – and then fitted the combination into the car. The re-trimmed interior went together with a non-standard tweak – footwell lighting to help access in the dark.

Hurrying the final assembly for a family wedding and a date at Salon Privé didn't involve cutting corners, and Ian was justifiably proud when the invite to put the car on the main lawn at Blenheim Palace arrived; the only 308 ever selected for that honour. To win the top prize on the Clubs' Day – the Salon Privé Club Trophy and also the Secretary's Award – drew an emphatic line under nearly five years of work.

'We had set out to show what we could achieve even with a lesser model, and that win meant a lot. Now it's been shown, we can relax and enjoy it on the road again, without being paranoid about keeping it perfect!'

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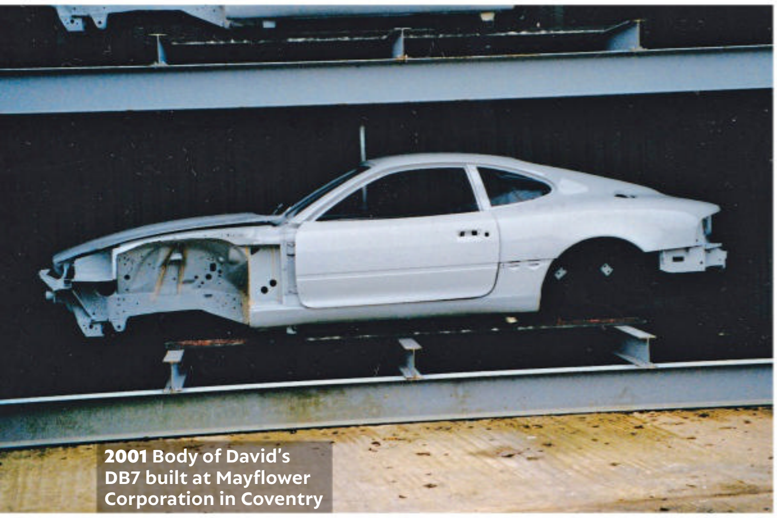
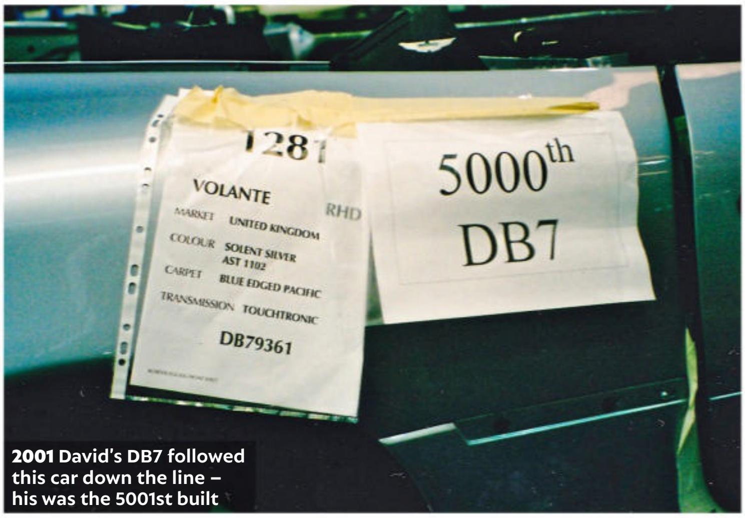


2001 Body of David's DB7 built at Mayflower Corporation in Coventry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5000th
DB7

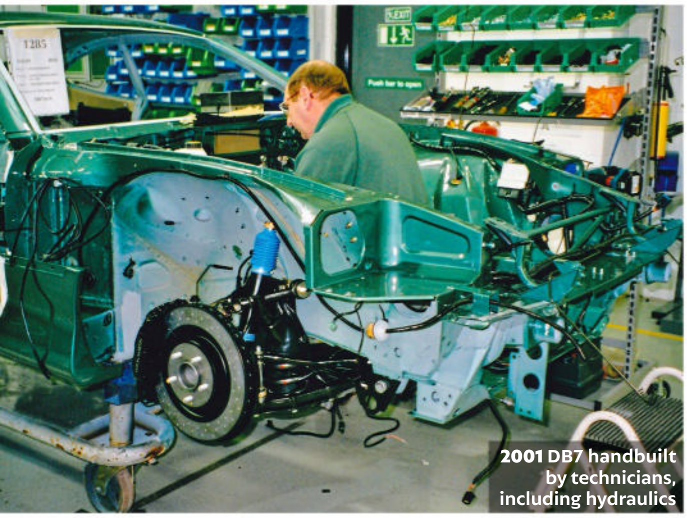
2001 David's DB7 followed this car down the line – his was the 5001st built

Life Cycle

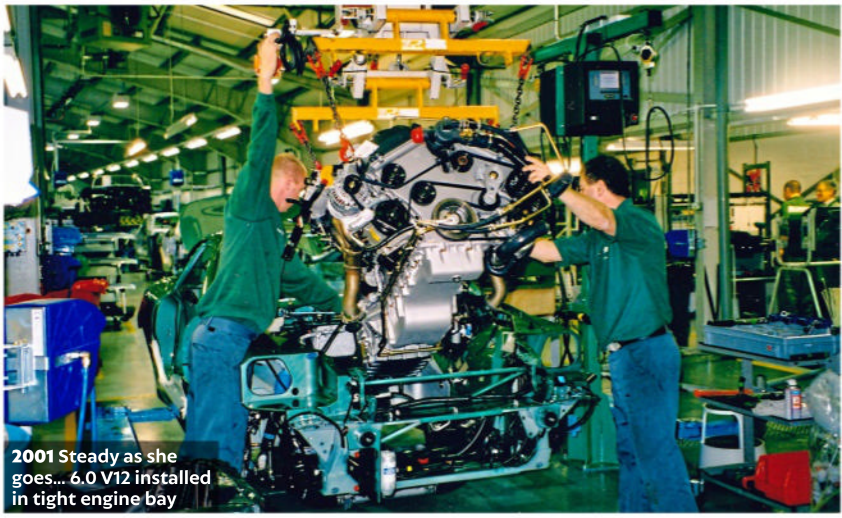
LIFE STORY OF AN ASTON MARTIN DB7 VANTAGE

Not every owner of a classic has the chance to see their car being built, but the driver of this Aston Martin has and it has been with him ever since

Words RICHARD MASON Photography IAN SKELTON

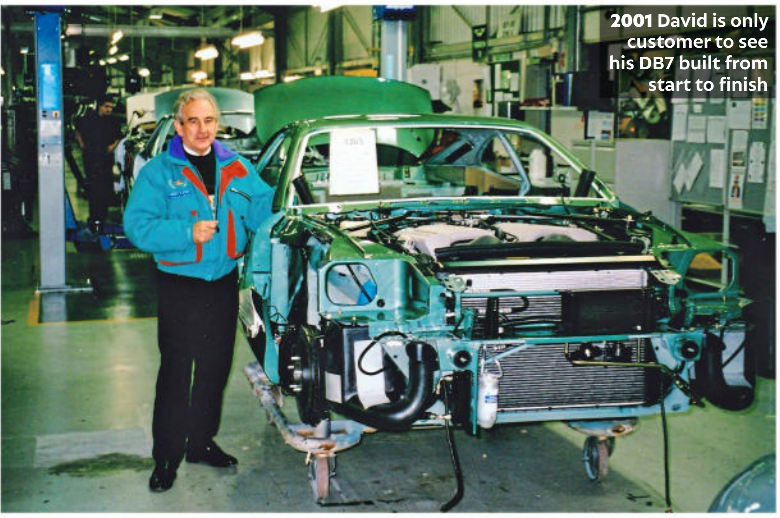


2001 DB7 handbuilt by technicians, including hydraulics



2001 Steady as she goes… 6.0 V12 installed in tight engine bay

Unique: no other DB7 has a pictorial history of its build process



2001 David is only customer to see his DB7 built from start to finish

2001 Not a lotus position, more of an Aston let's-make-it-fit position

2001 – David Nancekievill orders his DB7

David Nancekievill had the unique privilege of spending eight days seeing his Aston Martin DB7 Vantage V12 going through its build stages. 'Richard Sergeant of the Aston Martin dealer Pendragon in Cardiff contacted me about buying a DB7,' David explains. 'He said if I bought a new car, I could have a DB7 demonstrator during the build and delivery period, which could last six months or more. I would have to buy this demonstrator, but I would get a full refund when the new car arrived. Richard was very persuasive, and I went ahead. I waited for the 2002 model because this had Becker sat nav and the then-new Touchtronic five-speed automatic gearbox with paddles on the steering wheel. I knew this would be the one and only new Aston Martin I would ever buy, so I wanted to make the most of the experience.'

'I knew this would be the only new Aston Martin I would ever buy'

David's love of cars extends to driving the medical car at the British Grand Prix and being the chief medical officer for Formula One for five years. 'My uncle had a DB4 when I raced an Austin A35 with a Formula Junior engine in it. The Aston has always stayed in my memory and became a box I wanted to tick. In 2001 I went to the Aston Martin factory at Bloxham and told the receptionist I was thinking of buying a DB7, but first I wanted to see around the factory. Steve Waddingham, from the sales department, gave up his lunchtime to give me a tour. This became a lasting friendship, and Steve arranged permission for me to see my car being built.'

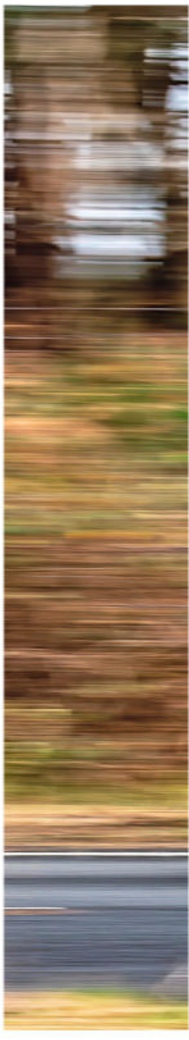
'David is our only customer to see his DB7 built from start to finish,' says Steve. 'And he's developed a unique relationship with the company and the people that built it, many of whom are still around.'

To properly understand David's build request, Steve explains the corporate perspective. 'It was normal for customers to visit the factory, order a car and come back six months later to see it being built for 20 minutes, have a cup of tea and then disappear. The dealer David was buying through pre-warned me that David wanted to see the car being built, but it was only on meeting him, I fully understood that he meant what he said.' Steve soon realised David was also buying an experience and it was a possible deal-breaker if the request was refused. 'If I remember correctly, David hinted if he couldn't see his DB7 being built he may as well keep the demonstrator he had bought. Maybe he did say this remark in a tongue-in-cheek way, but I said if he had the time, then I would find a way to make it happen. We shook hands and I then had to reassure my colleagues I would take care of everything and always accompany David while he was in the factory.

'During the build, I was with David for eight days helping him take photos of each technician who worked on the car. Because they wore green factory sweatshirts with their names on, it was possible for him to catalogue all this. We also got David a green sweatshirt with his name on it, and we've never done this again! David didn't see the body being built because this was done by Mayflower Corporation in Coventry and delivered to us in primer. It would take us a week to paint before it would appear on the production line. David joined us at that point and then closely followed the assembly progress. To put this into perspective, I led around 5000 factory tours then, and maybe 500 of what we called "car in build visits", but David's experience remains a one-off.'

David drove from London to Bloxham, sometimes arriving at the factory at 7.30am when it was needed. 'It was jolly cold being December. To my surprise as we entered the factory, a shout went up, "Management on the floor". Clearly management weren't expected at that hour!'

This special Aston was first glimpsed by David coming along the production line with build code label 1285, which never left it as it evolved through the 36 separate build stages. 'Very soon after that, I saw it go to the paint shop to receive my colour choice of Aston Martin Racing Green. Once the assembly technicians saw I kept behind the yellow line in the production area and wasn't making a nuisance of myself, they became quite intrigued by my presence.' David then realised the staff were referring to him as 'The Doctor'. 'Steve was rather timidly approached by one of the technicians asking to speak to "The Doctor". Steve signaled it was all



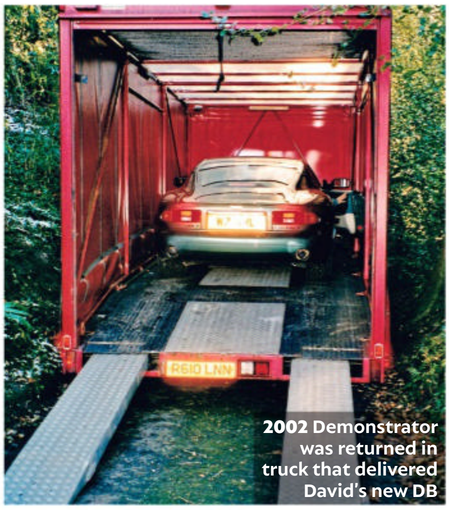
2001 Interior was made in Newport Pagnell but fitted at Bloxham

2001 David's DB7 with the quality control staff

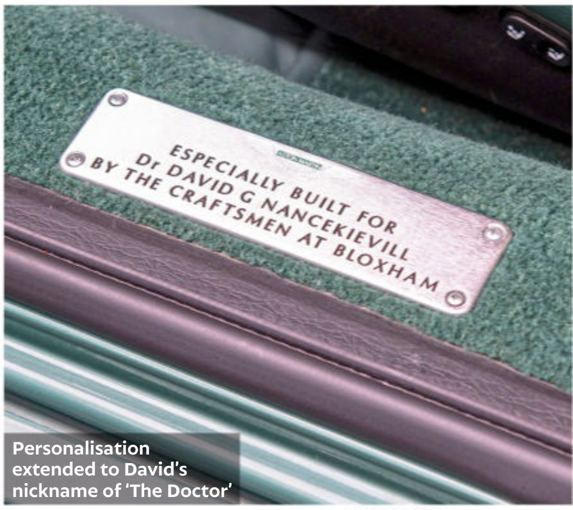
Official DB7GT modifications make this DB7 even more special

MARTIN V12 GT

DB7 was first production Aston Martin fitted with a V12 engine



2002 Demonstrator was returned in truck that delivered David's new DB


ESPECIALLY BUILT FOR
Dr DAVID G NANCEKIEVILL
BY THE CRAFTSMEN AT BLOXHAM

Personalisation extended to David's nickname of 'The Doctor'

DGN1
W7 AML
SHELL
CASTROL

2002 Double delight: DB7 demonstrator alongside David's car

2003 DB7GT kit included mesh grille, alloys and clear side repeaters

right, and this chap said, "I fitted your petrol tank." I was lost for words and asked him to tell me more. I think he was pleased I was genuinely interested.

'He also explained the blue bumper on my green car was temporary, just a mule so parts could be lined up correctly. The proper bumper had been rejected and sent for paint rectification.' David only missed one half-day of the entire build process, leaving his camera with a technician to take photos of the stages he missed. 'The car was kept another week for various tests, and while it was water-tested, in what looks like a high-intensity car wash, I had special permission to sit in it, with a technician.

'Looking back, I spent nine days at Bloxham, if you include the first day I turned up unexpectedly. You just couldn't do that today because production is more automated. The best that can happen now is you could be told that your engine is on one of the robots that is 50 yards away and you may just get a glimpse of it. In my case, Mark and Matt, who were fitting the engine to the car, were no more than three feet away and were able to talk me through things like torque settings and how critical it is to get the angle right when fitting the engine.' Asking David if boredom ever set in, he's indignant. 'Not at all! I was fascinated by the whole procedure.'

One of the most significant photos David has is of the 6.0-litre V12 engine and gearbox delivered from Cosworth, sitting on a pallet waiting to be installed. 'There was only 15mm clearance either side because the car had never been designed for that V12 engine,' David explains. 'Its weight was around 400kg, and it was quite long. It was hovered almost vertically above the engine bay and then gently lowered until it sat horizontal on the engine mounts, with an incredible amount of precision. I think my enthusiasm spread to the technicians, because in the wheel-fitting area I was asked if I'd like to choose my own wheel nuts which I did. To this day I really appreciate everybody trying to make sure I had a good experience.'

David's photo log of the build process amounts to 200 pictures of which 185 are now in a special album. 'A lot of them are real anorak stuff – pictures of bits of wiring and radiators for water and oil cooling. Basically, after painting, the wiring loom was fitted, followed by the various piping for fuel and brakes.' David found the method of testing the engine in-situ fascinating. 'One of the technicians sits on the floor of the car because there are no seats in it. Perched on top of the steering wheel is a "mule" speedometer and rev counter. A litre of fuel is put in the car and the engine is tested in position for the first time, although Cosworth had run the engine in beforehand.' David explains the wings, doors and the ancillaries and the wheels are fitted after the engine. 'The trim was produced at Newport Pagnell but fitted at Bloxham. The trimmers also bound me a book in green leather containing the signatures of everyone – 167 people – who'd been involved with the car. It's a unique item.'

'This DB7 was delivered to my home on 31 December 2001 – although it was registered from 1 January 2002 – and the delivery company took the demonstrator back to Pendragon. The next morning, we had a little snow, but I carefully drove the car to the bottom of the road and took some photographs. Back in 2002, my work was based in London, and I had a flat – with no parking – I used in the week. I rented a garage for the DB7 and used the car for work. That's one of the reasons I chose the automatic, because of London traffic – it's a more relaxing drive. Looking back 24 years and 23,000 miles, the only thing that's gone wrong is the Becker radio, which happened almost immediately. It wasn't responding to the buttons correctly. Aston Martin came and collected the car in a covered trailer, and it repaired it under warranty. Incredibly, it fitted two more radios at the factory before it found one that worked. Some years later when the battery went flat, I needed the radio's code. Aston Martin only had the code for the original which was of no use. Searching eBay, a chap gave me the correct code for £10 once I had supplied the most recent radio's serial number.'

'I had been enjoying this Aston but ten months into ownership, I heard about the new limited DB7GT manual model producing 435bhp. In the automatic version, the engine wasn't uprated, so I wasn't too disappointed. My car already had aluminium race pedals and a sports exhaust which may have increased its 420bhp slightly. Nevertheless, I was still left with a decision –should I add the GT modifications? It was an easy decision because Aston Martin was selling a kit – GT mesh grille, bootlid with spoiler, an aerodynamic undertray, five-spoke alloy wheels, and slotted instead of drilled brakes, because they don't warp. Interior switches were replaced with ones made from aluminium instead of the plastic Ford-sourced ones, and even the side repeaters changed from orange to clear.'

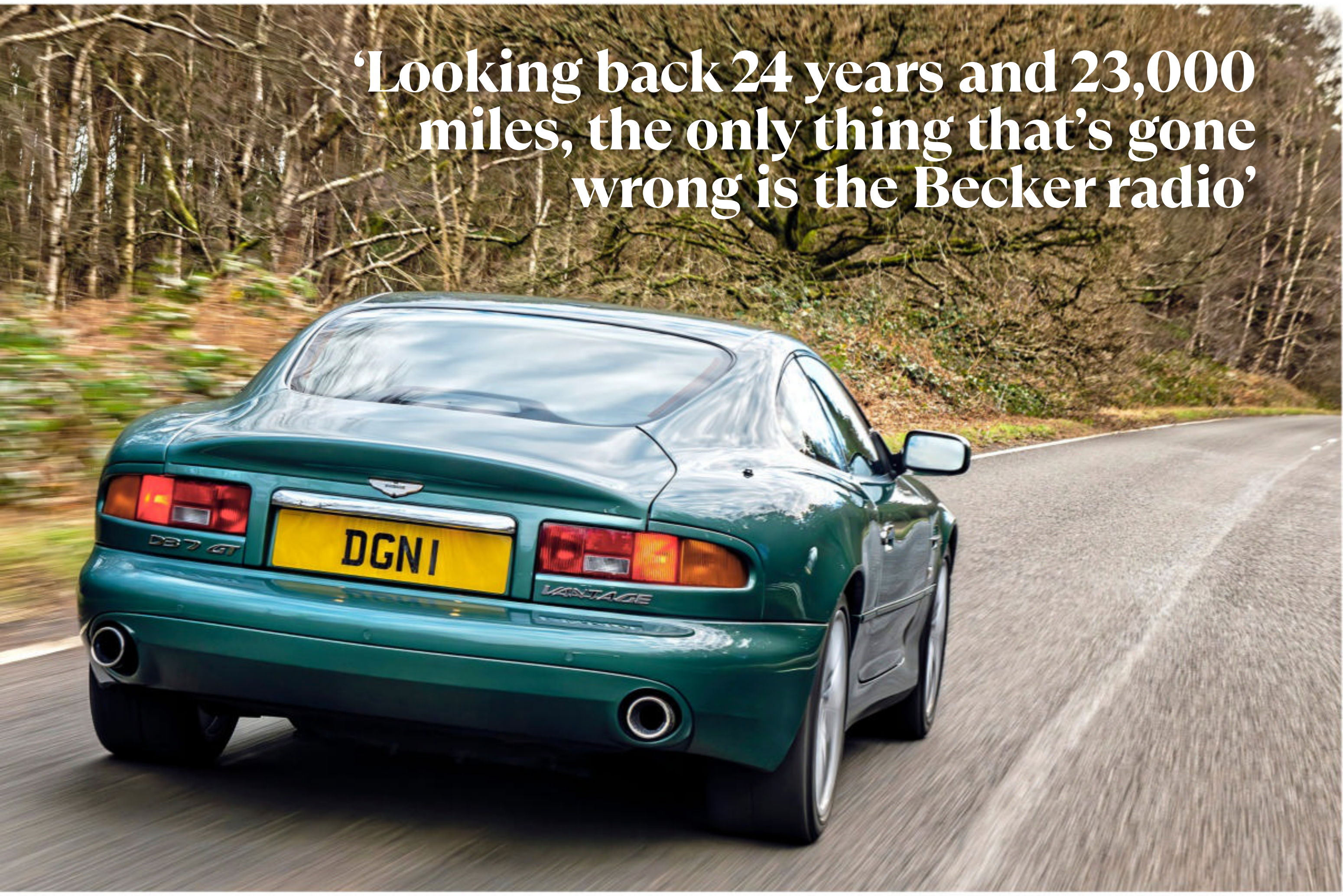
2004 Custom-made luggage matches livery of David's DB7

DGN1
DB7 GT
VANTAGE
16 1 2004

2004 Trip to Champagne Jacquesson winery, one of many European adventures

ROYAL CHAMPAGNE

'Looking back 24 years and 23,000 miles, the only thing that's gone wrong is the Becker radio'



DGN1
DB7 GT
VANTAGE

David (right) tells writer Richard about the faultless reliability of his Vantage

Mid-2000s David's DB7 active on the club outing scene

ASTON MARTIN
ASTON MARTIN

2016 David's car has represented DB7 for model comparsions

Even after 24 years, David still loves driving his Aston Martin

2024 Celebrating at DB7 30th anniversary event

2024 Pleasing the crowds at the British Motor Museum in Gaydon

David also chose to upgrade the suspension polybushes. 'It's made the Vantage tighter without creating a harsher ride. It certainly corners flat, and is possibly the best outcome over a pure DB7GTA. It suits my driving style very well. It's a brilliant car.'

David's taken this DB7 on various European trips but one in particular stands out. 'A group of us were invited by Alan Baker of Stratstone Mayfair to the world-famous Champagne Jacquesson winery in Dizy, near Epernay in France in 2004. It's around 300 miles from home. We visited on a Sunday and staff looked after the cars while we toured the premises. It was five-day trip that, despite Stratstone's heavy subsidy, still cost thousands of pounds. The DB9 had just come out, so there were a few of those on the trip, too. The DB7 still fits me very well though, because I find it harder to see out of a DB9. There's not much room in the back either.'

'In 2017, the factory chose my car to represent the DB7 Vantage in an *Autocar* comparison test with both the DB9 and DB11,' David says proudly, and his DB7 underwent some minor cosmetic work to ensure it looked its best. 'We did a few minor paintwork repairs and re-polished the bonnet,' recalls Steve Waddingham. 'The car has always been well looked after, so it was just a quick freshen up and then we had the car on display at Gaydon, in the main hall, along with the new Valkyrie.'

In 2019, the DB7's 25th anniversary celebrations took place at the lavishly elegant Wormsley Park in Buckinghamshire, the home of the Getty family. 'Around 300 DB7s – including prototypes and one in gold – attended. I was specially invited because no other DB7 in the world has a pictorial history of its build process. And this adds to my car's provenance to the tune of maybe £10,000.'

Until relatively recently, this Aston Martin has been too young to participate in classic car shows. 'Now things are different, though, and that's been one of my main uses of the car in recent years,' says David. 'I use it whenever I want, although I do avoid the wet if I can. If it does get wet when I'm out with it, though, it's really not a problem.'

David's choice of dealer to maintain his DB7 is based on merit and heritage. 'I use HWM of Walton-on-Thames, the oldest Aston Martin dealer in the country,' he explains, with the possibly unique continuity of technician assigned to his DB7. 'All but one of the services has been performed by Chi Yueng, the longest-serving senior technician at HWM, who is now in his 25th year with the company. It has been exceptionally good. Around a year ago I took the opportunity to have the suspension polybushes replaced because they were more than 20 years old and past their best.'

In August 2024, David journeyed to the British Heritage Motor Museum to join 700 other Aston Martins for the 30th anniversary DB7 gathering. 'Around 200 cars attended, with 15 singled out for special display, and mine was one of them,' David says proudly. 'I have thoroughly enjoyed the 24-year journey with this car, and my witnessing its construction gives it a highly unique provenance, as well as memories that will last a lifetime.'

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IF YOU SEE SID...

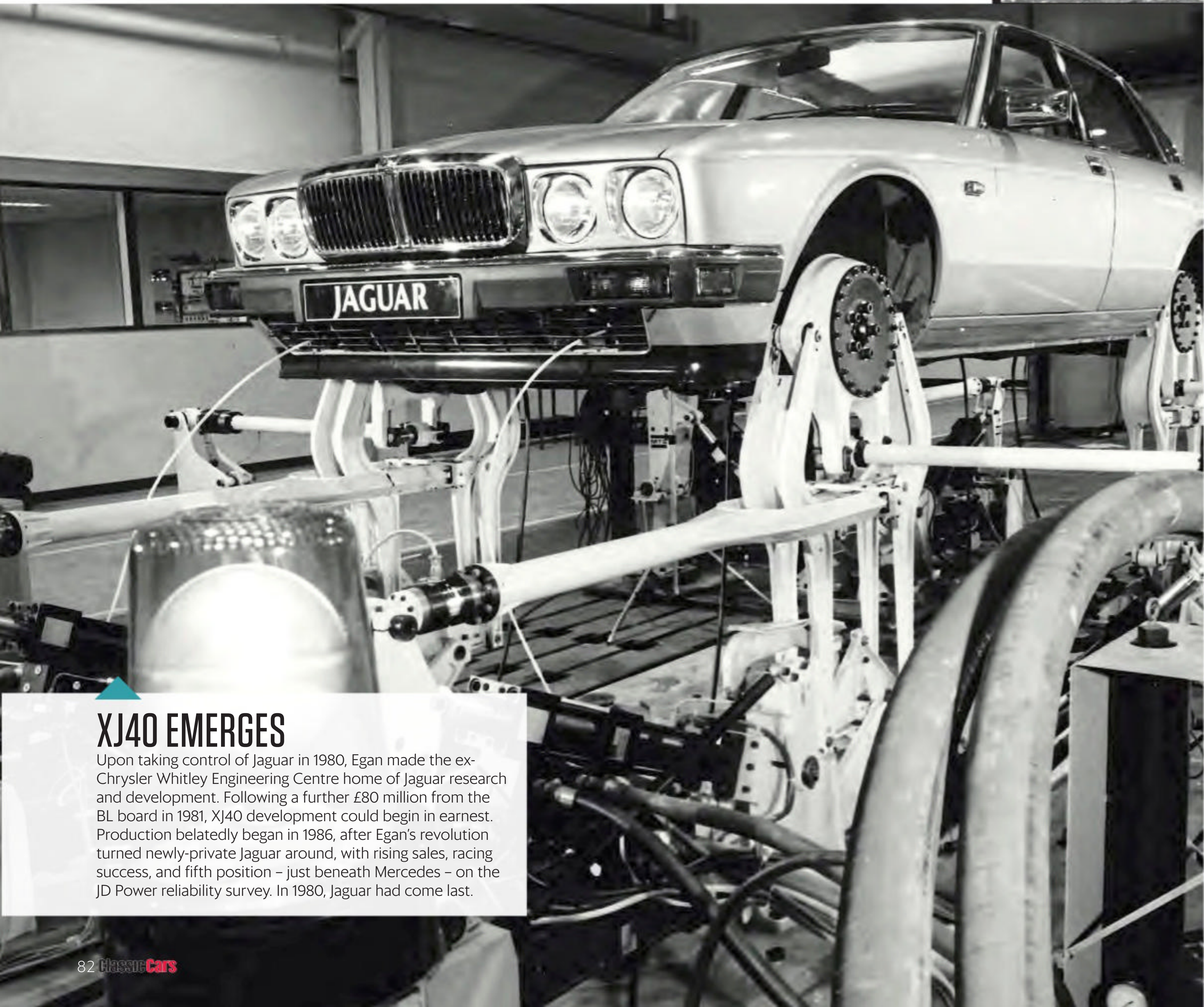
In 1984, following the efforts of executives and engineers, Jaguar was privatised. It saved the brand, and marked the end of British Leyland

Words SAM DAWSON Photography JAGUAR/JAGUAR DRIVERS' CLUB

Assorted utilities firms weren't the only previously public bodies you could buy shares in – British Gas famously used the 'If you see Sid, tell him' line in a marketing campaign for its flotation – during the Thatcher government's privatisations. On Monday 30 July 1984, after nearly a decade of nationalised ownership, Jaguar was finally released from the British Leyland empire to become a Public Limited Company.

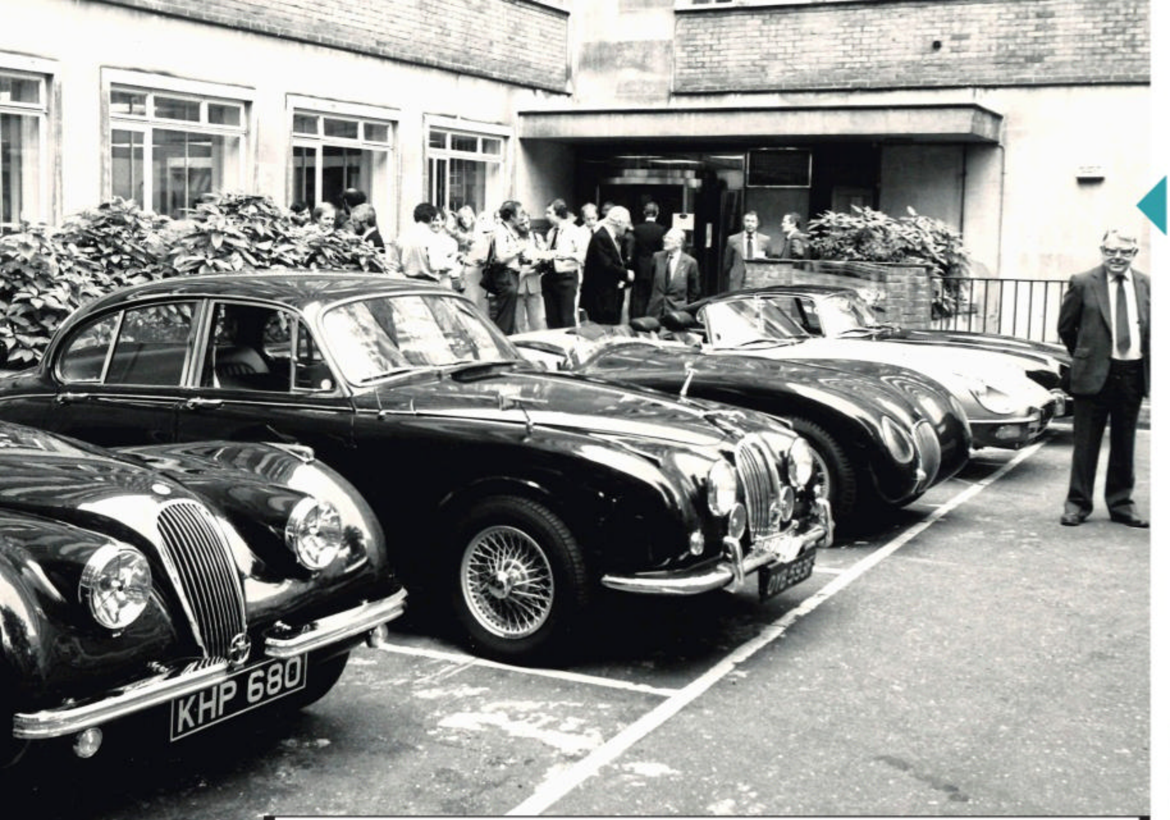
The long-delayed XJ40 saloon project had borne witness to the whole tortuous period. Chief engineer Jim Randle fought BL interference throughout the car's gestation, including deliberately designing its engine bay too narrow to accommodate a Rover V8, the installation of which would have given BL the impetus to end Jaguar engine production.

In 1983, just prior to privatisation, BL finally approved funding for the XJ40's new engine, the Aluminium Jaguar Six (AJ6). With a new factory to build it in and a dynamic presence at the helm in the form of chief executive John Egan, confidence in an independent Jaguar was high. But not for the rest of BL. It survived as Austin-Rover, with MG and Land Rover safely within its hands, but 1984 also saw the passing of both Morris and Triumph.



XJ40 EMERGES

Upon taking control of Jaguar in 1980, Egan made the ex-Chrysler Whitley Engineering Centre home of Jaguar research and development. Following a further £80 million from the BL board in 1981, XJ40 development could begin in earnest. Production belatedly began in 1986, after Egan's revolution turned newly-private Jaguar around, with rising sales, racing success, and fifth position – just beneath Mercedes – on the JD Power reliability survey. In 1980, Jaguar had come last.

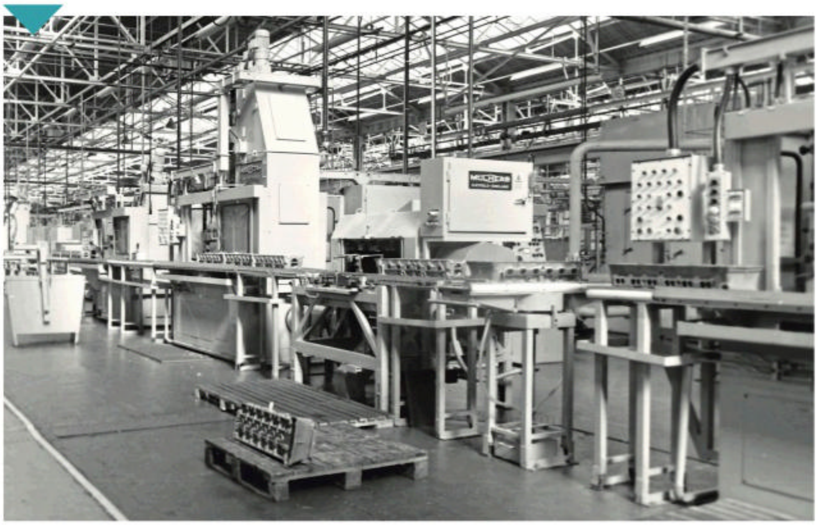


CONVOY!:

on the morning of Monday 30 July 1984, a convoy of classic Jaguars driven by members of the Jaguar Drivers' Club prepared to leave Coventry for the London Stock Exchange to buy the first publicly available shares. It was led by Hamish Orr-Ewing in his E-type S2 Coupé. Ex-Ford man Orr-Ewing was Jaguar's non-executive chairman, insisted upon by underwriters Hill Samuel, although this working relationship broke down just eight months into Jaguar's privatisation, leading Egan to take the chairmanship too.

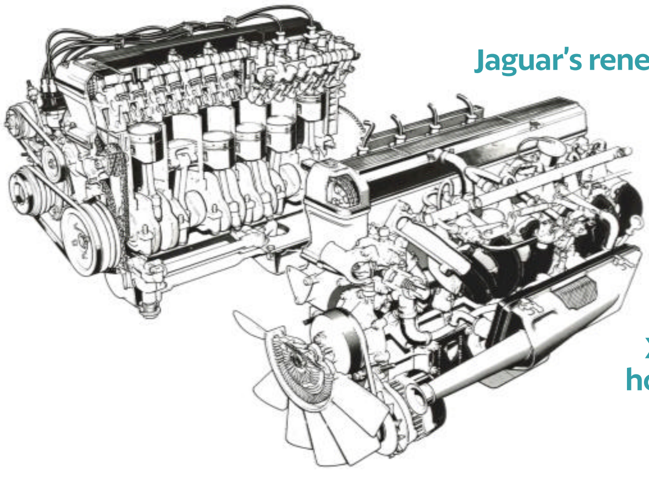
RADFORD

Key to AJ6 production was the new Radford engine factory, part of BL's cash injection. When Egan arrived at Jaguar, he had been shocked by the elderly facilities and the effects they were having on production. Notoriously, poor factory lighting meant that a significant number of V12 engine blocks were having to be discarded before they could even be built due to manufacturing defects.



JOHN EGAN

Originally joining Jaguar as chairman within the BL organisation in 1980, he had been appointed to turn around Jaguar's fortunes. He knew BL's organisation inside-out, having managed Unipart, and the parts division of Massey-Ferguson. When he took over, Jaguar's range was aged and poorly built in the face of resurgent German opposition. Egan focused on improving build quality and fuel efficiency first, but securing funding for the new AJ6 engine had been crucial.



THE AJ6

Jaguar's renewal really hinged on this. By 1984, the engine it would replace, the XK, had been in production for 35 years. The Rover camp within BL's management had vetoed the creation of this twin-cam 3.6-litre straight-six for years. As Egan was appointed chief executive, BL finally relented with £32 million to develop the unit. As XJ40 production was delayed, its first home was the new entry-level XJ-S 3.6.

Five steps to buying an MGB

Affordable and simple, with plentiful support, in a time where many Fifties and Sixties classics are shedding value, the easy-to-buy and own MGB is proving remarkably resilient

Words JAMES WALSHE & RICHARD GOODING Photography JONATHAN FLEETWOOD

If you thought six decades as the archetypal affordable British roadster would have made the classic car market numb to the MGB's appeal, then think again. Whether in elegant open-top Roadster or svelte mini-Aston DB4-aping, GT hard-top coupé, the 'B's abundant availability, familiar and manageable mechanicals, scope for modification and improvement, predictable but engaging handling, as well as membership of a vast, friendly and well-connected international community of owners keeps it attracting enough buyers to maintain steady values.

The MGB has as big a following now as it did back when it first appeared in 1962. This was MG's third sports car family after the T-series and MGA, and its first to dispense with a separate chassis. The layout and specification are conventional, largely replicating contemporary siblings from the British Motor Corporation (BMC), and the model breadth isn't tricky to navigate through.

Steady values mean it remains affordable, too, and backed by a loyal band of specialists that offer more parts than ever in 2025, ownership can be easier than most other classics. With plenty of cars on the market, it's likely the MGB you're looking at will have been restored with a few welcome 21st century additions to add to the ownership convenience.

[What to pay]

- Good condition early MGB Roadsters are available from **£7500**, with projects starting from **£4000.** Concours-spec cars from a dealer fetch up to **£20,500**.
- Pay from **£4900** for the oldest GTs in good condition.
- At **£11k** for a mint example, MkII Roadsters fetch more than GTs – same-condition coupés are priced from **£8.5k**.
- 1971-1974 MkIII concours-spec GTs can go for **£11k**; the Roadsters, **£16k**
- Later black bumper models are worth the least. MGB Roadsters begin at **£3000**, GTs at **£2300**.

We're concentrating on the four-cylinder models here, but more powerful versions with V8 and six-cylinder engines were produced during the MGB's 18-year lifespan – both the MGB GT V8 and MGC used the MGB as a base. The later 1992-1995 MG RV8 was essentially a modern incarnation of the MGB Roadster, powered by a 185bhp, 3.9-litre V8 engine and fitted with a five-speed Rover transmission.

Which is which?

- Monocoque MGB Roadster launched in 1962, replacing separate-chassis MGA. Powered by a 95bhp, 1.8-litre, four-cylinder engine mated to a four-speed manual gearbox. Optional Laycock electrically activated overdrive transmission arrived in 1963.
- Engine received new five-bearing crankshaft in 1965. The same year, the Pininfarina-styled MGB GT coupé version arrived with 2+2 seating and a rear tailgate for increased practicality.

'MGBs have as big a following now as they did back when they first appeared in 1962'

- Changes introduced in late 1967 for the 1968 model year were comprehensive enough to warrant a 'MkII' designation. These included revised gear ratios and the addition of synchromesh on all gears, an optional Borg-Warner 35 three-speed automatic gearbox, and dual circuit brakes to meet US safety regulations. US models also received a padded dashboard.
- In 1974, to meet US 5mph impact regulations, new chunkier-looking black bumpers made from plastic replaced the more delicate chrome items. The ride height was also raised by 25mm to comply with US headlight height regulations.
- Celebrating the 50th anniversary of the MG Car Company, the special edition GT Jubilee arrived in 1975 with British Racing Green paint, gold pin stripes, gold and black alloy wheels, and tinted glass.
- A restyled dashboard appeared in 1977, featuring a new instrument layout, along with a rear anti-roll bar.
- The last MGBs built were, the LE limited editions: black (US) and bronze (UK) roadsters, and pewter GTs. US model build began in 1979, UK cars in 1980.
- MGB production came to a halt in 1980 after a total of 513,276 four-cylinder MGBs had been built.

Bodywork and structure

Its unitary construction was a fundamental change from the MGB's MGA predecessor. On Roadsters, when closed, the doors contribute to the tub's torsional stiffness. Check the box sections at the top of the front inner wings, because these rot out readily and are a wing-off job to repair. Genuine front wings are priced upwards of £750 each.

Water in the boot can cause vital structure to rot, and repairs are an involved job for most DIY enthusiasts. Water is also the enemy of floorpans and three-piece sills are involved to fix. Rear spring hangers and battery boxes also need inspection. Windscreen scuttle edges suffer from rust, too, which can spread to the base of the windscreen surround.

Inspect the bottom of each door. Door skins are available from around £100 but it can be more cost-effective to buy a whole new door at around £600, because of the skill and time involved in fitting.

On GTs, corrosion can take hold in the lower double-skinned areas of the tailgate, and you also need to check the seam on the top of the rear wings. Another common rust area is the corrugated top of

Both pretty and mechanically simple, MGB's evergreen popularity meant more than half a million were made

A mini Aston DB4? Elegant Pininfarina styling gave MGB a roof and handy hatch

the fuel tank where water collects. If you smell petrol at the back of the car, assume the tank has perforated and needs replacing, from £200 plus fitting. Roadster and GT tanks are interchangeable.

Thanks to the MGB's popularity, availability of new panels and repair sections is good. You can even buy entire bodyshells, but budget for upwards of £15,000.

Front bumpers begin at £265 from Abingdon Spares (*abingdonspares.com*), while a chrome grille for 1962-1969 models is £280, however outer plastic bumper skins for the facelifted cars are hard to find.

Engine and gearbox

The rugged 1798cc B-series four-cylinder engine has a reputation for being long-lived, but still needs inspecting carefully because a full rebuild could cost almost as much as the price of a good condition roadster. A car that appears to be burning oil may be suffering from a blocked crankcase breather, although it could be a symptom of worn value guides or piston rings/cylinder bores. An exchange cylinder head costs upwards of £750 from a specialist such as Moss Europe (*moss-europe.co.uk*).

All engines can easily clock up more than 100,000 miles with careful, regular maintenance. Look for receipts proving how often the engine has been serviced because, similarly to any classic, regular oil changes are key to its survival. It's accepted that the oil – 20W40 is a good choice for general use – should be changed every 3000 miles, the filter renewed every 6000. Check for oil leaks from the side cover gaskets, the oil sump/pan gasket, front gearbox seal, and the front and rear crankshaft seals. Replacement of the rear crankshaft seal is an engine-out job.

The four-speed manual gearboxes are also tough. A whining sound in first and reverse is normal. Overdrive gearboxes were optional on all MGB models – ensure they engage and disengage smoothly. If you're lucky, problems can be down to a poor electrical connection or a low oil level.

Suspension and steering

The front suspension and steering rack of an MGB are carried on a substantial rubber-mounted crossmember that can be installed and removed fully assembled. Look for receipts proving the front suspension has been re-greased every 3000 miles. If it hasn't, the kingpins can wear out rapidly.

Sharing many mechanical parts with other BMC models, at the rear the MGB featured semi-elliptic springs – five-leaf at launch – with the MGA's live rear axle and Armstrong double-action lever-arm dampers. The leaf springs are long-lasting but can sag with age. Bushes also have a finite life, and can be diagnosed if the car makes banging noises when going over potholes, or if the steering wheel jerks in your hands during a test drive. Inspect the condition of the rear spring shackles. Lever-arm dampers can

Venerable and long-lasting B-series BMC engine powers all four-cylinder MGBs

Cabin is snug, but once you're inside, the MGB is a user-friendly device

leak, too, but reconditioned items are available from a variety of specialists priced upwards of £50.

Wear in the brake master cylinder, or failure of the servo seal can lead to a sudden loss of braking power. Inspect the servo and the vacuum hose that connects it to the engine for brake fluid leaks or damage.

Interior

Inside, the vinyl seat covers, and door trims are hard-wearing but look for damage. Complete new interiors are available off-the-shelf. Carpet sets for the MGB Roadster start at £195, full trim kits from £190, and seat covers from £390, available at *mgocspares.co.uk*. Cloth seat covers for MkIII cars cost from £300 from a specialist such as the MGB Hive (*mgbhive.co.uk*).

Wet carpets may be caused by a leaky heater, or an ill-fitting hood. Easy to source from specialists, new hoods are from around £460 for a black OE-spec vinyl cover with a fixed rear window from Rimmer Bros (*rimmerbros.com*). Finally, it may be obvious, but make sure you fit inside the MGB's snug interior.

Three types of Laycock overdrive gearbox were fitted during 18-year lifespan

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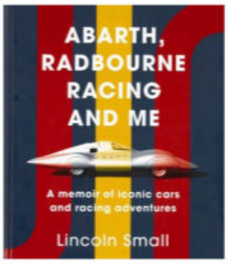
ABARTH, RADBOURNE RACING AND ME
A memoir of iconic cars and racing adventures
Lincoln Small

The Likely Lads
By Chris Ellard

Ferrari 275P

By Keith Bluemel, £125, porterpress.co.uk, ISBN 978 1 913089 67 2

Subtitled '0816: The only Ferrari to have won Le Mans twice', this book is Porter Press at its best. Home in on a historied car, tell its story in minute detail, and illustrate it with a combination of archive images and top-notch modern photography. This book does just that, but on an even grander scale than usual.

Given this car's history, Bluemel has a lot to take in, which possibly explains why the early section on the development of the 250P series into the 275P seems strangely sparse, no technical drawings or recalled interviews with engineers. Instead, it majors on chassis 0816's almighty feat – winning the world's greatest endurance race twice at a time when sports-prototype racing was in a state of rapid development and intense competition.

If there is a criticism, it's with the design of the book itself. It's just plain unwieldy – so wide and heavy that the covers bend under their weight and the pages unfurl rather than flip, making it impossible to take in on your lap and difficult enough on anything smaller than a dining table. Epic in nearly every way.

Abarth, Radbourne Racing and Me

By Lincoln Small, £29.99, wearewhitefox.com, ISBN 9 781916 797048

Lincoln Small is a well-known personality on the historic racing scene nowadays, but in this autobiography, he reveals the career that placed him in the motoring world in the first place, and how it all began with a trip to Italy and a fascination with modified Fiats when he was an impressionable teenager.

Assisted by veteran journalist Steve Hole, what Small has written functions as more than a memoir. It's a deep-dive into the tuning and domestic racing world of Sixties, Seventies and Eighties Britain, through the lens of Abarth, then Renault, beginning with tweaked Fiat 600s and culminating in the world of Super Touring.

We also get input from the drivers who got a leg-up from Radbourne Racing early on in their careers, the likes of Steve Soper and Derek Bell benefitting from its hands-on enthusiasm and business savvy. But in a world of more complex cars and racing machines, it's an era that's sadly passed too.

The Likely Lads

By Chris Ellard, £22, chaters.co.uk, ISBN 978 1 5272 7940 7

This self-published effort is really quite an incredible achievement. Thanks to a clever text-dense design – but one which definitely doesn't spare rarely-seen photos either – Ellard has packed a huge wealth of information, memories, and recollections of Sixties Formula Three into 213 soft-bound pages.

A lifelong fan of the sport with an enviable contacts book, Ellard reveals a world of accessible, down-to-earth racing really little more complex than karting, full of racers who made it all the way to the likes of Formula One, Indycar and Le Mans, but also a wealth of talent that could have but didn't, due to a lack of cash, tragic accidents, or the economic demands of the real world.

To this day, Formula Three's leading lights of the Sixties remain remarkably candid, unfazed by the more corporate motorsport world ushered in by Bernie Ecclestone. This is true racing without the gloss – and is all the more mentally nourishing for it.

MORE TO ENJOY

Superveloce
By Peter Grimsdale, £25, simonandschuster.co.uk

Subtitled 'How Italian cars conquered the world', this book tells the story of Italian dominance in pre- and post-war motorsport, with cars and drivers that played their part, and design innovation, ending with the Lamborghini Miura. Sadly its vignette style means depth is often lacking, but the breadth is enormous.

Classic Cars
By Nigel Boothman, £30, collins.co.uk

A coffee-table introduction to classic cars, but our Nige has done a great job, injecting the facts and insight only experience delivers. Great photography too – a significant cut above your average non-specialist classic book.

Curious London
By Dan Synge, £5.99, copycreativelondon.com

Something a bit different – a map-cum-pamphlet detailing hidden-gem bygone-age motoring sights around London, all accessible on the Tube for a 'classic car tour' with a difference. Better than your average tourist-advice leaflet.

All these books are available from Chater's, many with discounts. For more information go to chaters.co.uk

MODELS

1:43-scale Toleman TG184
Minichamps, £89.99

A satisfyingly spindly model of the car in which Ayrton Senna made his name. Your money goes on intricate rear wings, visible engine and gearbox, and Minichamps should be praised for not attempting to overly-detail Senna himself at this size and price. Satisfying.

1:43-scale Jaguar D-type
Spark, £69.99

Glimpsing the cockpit makes this model of the 1955 Le Mans winner worth its price tag. Mike Hawthorn's four-spoke steering wheel is beautifully resized, and there's a tiny rear-view mirror. The high rear fin captures a moment in the D-type's evolution too. Not actually overpriced for a tiny model, given the level of detail on display.

1:18-scale Peugeot 402 Eclipse
Norev, £99.99

This is one of the most incredible models we've seen in recent years. Price and subject is typical Norev, but tiny bonnet props, fully operational Eclipse roof on a scaled-down mechanism and detailed fitted luggage is in CMC territory. Gobsmacking.

1:18-scale Porsche 911 Clubsport
Solido, £55.99

A sign of the times. Back in the Nineties, a Solido diecast like this would've been fully-articulated and detailed for £30. This is a sealed-body car with 2D printed seatbelts and no engine. Well-proportioned and stanced, but disappointing – that's rising materials costs for you, though.

All models are available from diecastlegends.com

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Three-wheeling shows chassis is dialled in, and explains worn tyres (image credit: Mick Walker)

Fuelling around

1961 Sunbeam Alpine Series 2
Owned by Gareth Evans
(gareth.evans@bauermedia.co.uk)
Time owned One year, six months
Latest/total miles 80/45,192
Latest/total costs £960/£19,601
Previously New windscreen, inlet manifold

You've not heard from me in a while. I was planning to write an update after the Vintage Sports-Car Club (VSCC) Donington event in May, but that event was abandoned following the tragic death of renowned pre-war racer and enthusiast Julian Grimwade during the first race of the meeting. May he rest in peace.

It wasn't until a week or so later that I noticed a strong smell of fuel and drips of BP Ultimate on the bottom of the Sunbeam's fuel tank, but it wasn't awfully clear where they were coming from. Alarmingly, the entire 15 litres I'd put in – for the race that ultimately wasn't to be – had leaked onto my workshop floor and evaporated in the summer heat.

I tried PTFE tape on all the AN-6 connections from the fuel take-off to the pumps, but this didn't get it. As a last resort with only a week until my next event at Thruxton Retro, I got the spanners out again, jacked the car up and removed the tank itself so I could put it on paper and isolate the leak.

Fuel tank had to come out to diagnose leak

It didn't take very long at all to see that one of the aluminium welds had failed. There was a crack along the bottom edge that wasn't visible to the naked eye, but fuel had definitely made its way through onto the paper below.

At this point I was running out of options. The tank is a specific size and shape to fit into the hole in my car – it's a 40-litre racing fuel cell that is filled with foam and a replacement wasn't going to be very easy to come by. My only solution was to try to get some tank sealant and hope it didn't worsen as I drove around the UK's fastest circuit.

Thruxton arrived and the sun was shining. The tank weld appeared to be holding together as I prepared the car for qualifying, and indeed the 10 litres I put in there got me to the end of the 20-minute practice session as expected.

But unfortunately that wasn't the end of my fuel system woes. A quick check under the bonnet showed that I'd lost the jet inspection cover from one of the car's Weber carburettors, which had then thrown a fair amount of fuel all over the underside of the Sunbeam's bonnet.

That wasn't all that had disappeared, though – the wing nut was gone and critically, and more worryingly, the spacer underneath had also departed. This unusual part was vital. My Webers are a Holbay design, so don't have a vent in the front like nearly all other DCOEs. All this mean that you can't just put a cap back on if you want the carburettors to work. So I had to improvise a solution that involved using heat-resistant aluminium tape with holes punched in it.

After all these unexpected events, I had a pretty enjoyable race in the end, finishing eighth. This is my best result to date in the ultra-friendly but competitive Fiscar series. Somehow all the faulty elements of the fuel system held together. Next month's going to be expensive, though… a new tank will be needed, and my tyres have seen better days too!

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How will the matt-green bonnet of Sam's GTV become *Verde Tropico?*

Chance-find wheel meant risky tip-pilfering avoided

Replace or respray?

1998 Alfa Romeo GTV 2.0 T-Spark
Owned by Sam Dawson
(*sam.dawson@bauermedia.co.uk*)
Time owned Five months
Latest/total miles 207/102,770
Latest/total costs £115/£1365
Previously Ticklist of GTV-fettling jobs created

'I need to introduce you to the guy I rent my garage to. He's into old Alfa Romeos too.' I'd just dropped round one sunny lunchtime in the GTV to see a friend of mine, Steph, who took one look at it and realised it was the same type of car as the one that lived in her garage. A few minutes later said neighbour, Dom, emerged from his front door. Did he, I asked, know of a good source of Tipo 916 parts? He smiled, and gestured towards his garden shed…

Turns out Dom owns two 916s – a scruffy red GTV that I'd seen in daily use locally, suffering the usual lacquer peel, and a mint-condition silver Spider for sunny days – as well as a recently-acquired and increasingly rare 156 Veloce he was in the process of restoring. More importantly though, he buys and breaks Alfas of all kinds, and has an enviable parts stash, all of which was for sale.

Immediately, I spotted a spare wheel, wearing its correct Continental tyre, a sight I was grateful for having recently seen what appeared to be a red Alfa space-saver discarded at my local tip and given genuine thought to snaffling it. This set me back £40, on top of the £75 I'd just paid for a pair of cheap but effective Imperial Radials after I realised both the driver's-side front and passenger-side rear tyres were suffering from slow punctures. Additionally, I now have a couple more jobs to add to last month's to-do list. A technician at A1 Tyres in Peterborough called me over while the car was wheelless and up in the air, to point out that at several points in the past the passenger-side of the car has been incorrectly jacked. As a result, in a couple of places the sill-flanges had bent flat against the underside, the paint had cracked, and rust had begun. It's all still solid though – for now. Also, while the aftermarket Nardi gearknob is a genuinely lovely item, it doesn't fit the lever very well and has the effect of lengthening it and unnecessarily extending the throw, so that will have to go too, as soon as I find a viable replacement.

Sadly Dom didn't have a Pininfarina-script badge for the passenger-side flank, or a driver's-side door seal – annoyingly, he had a passenger-side one – but he did, however, have a clamshell bonnet.

I'd been wondering what to do about the bonnet, and had my eye on an unusual and cheap *Bianco Polare* white example on eBay. However, Dom warned, white wouldn't make a good basis for dark *Verde Tropico* green, because the light hue would punch up through it and make the panel look the wrong colour. The bonnet he's selling is finished in *Blu Vela*, but the tone is similarly dark, a better base for the new colour.

But would buying and respraying a new bonnet be cheaper than stripping and respraying the existing one? I called Roy Smith at bodyshop Deighton & Smith, and he reckoned on £400 for the former, but he'd have to see the existing bonnet to work out whether it would be more cost-effective. I'll report back once his eye has been cast over it, and make a decision.

Alvis gearbox woes briefly forgotten at Peebles Hydro

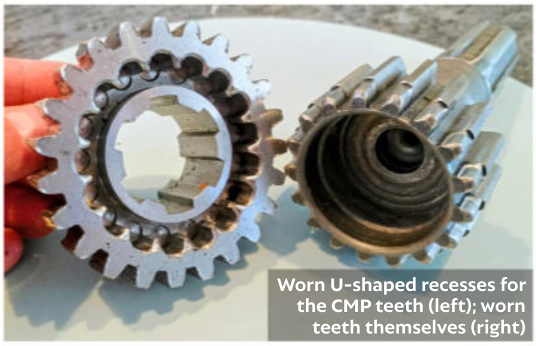
More back and forth

1923 Alvis 12/40
Owned by Nigel Boothman
(c/o *classic.cars@bauermedia.co.uk*)
Time owned six years
Latest/total miles 200/unknown
Latest/total costs c.£1000/c.£12,000
Previously Gearbox back in, but noisy

The old Alvis spent most of last year off the road while its gearbox was rebuilt by a specialist in Leicestershire, replacing the worn-our third gear pair and the constant mesh pinion (CMP) and its gear wheel. This latter component was a little bit worn, having been engaging in increasingly sloppy recesses inside the back of the old third gear wheel. At the time, the advice from the specialist was to have a new constant mesh pinion and gear made because it would be a shame to have the old one's worn spur gear speeding up wear in the back of the new third gear wheel.

What this meant, of course, was that there would be a new constant mesh wheel with newly cut teeth engaging with the old gear on the layshaft. The specialist remembers advising me that putting new teeth and old teeth together is never a great idea, but my recollection differs slightly, and anyway, following that advice to the end of the road would mean a complete new gearset. So, a year later, here we are – a fully functioning gearbox but with a noisy engagement that's so obvious at idle, for instance, that you don't really hear the engine until you dip the clutch and stop the 'box turning.

We agreed this wasn't really acceptable and I took the drastic step of borrowing a trailer and towing the Alvis from Edinburgh to Leicestershire and back in a day, so it could be examined in running condition. Two remarkable things then happened. First, the noise disappeared when we removed the gearbox lid and drained the heavy non-EP oil the specialist had advised me to use. They'd fitted the lid without a gasket, and as the lid carries the gear selector rod – was the lack of gasket allowing it to poke just a little too far into the selector slots and partially engage a gear? With the lid back on, but done up much more gently, the noise was much reduced. Second, when we put the heavy oil in, it got noisier again. This oil was cavitating so badly it seemed to do no lubricating at all. So, we'll use engine oil, like the 1923 Alvis instruction book directs.


Worn U-shaped recesses for the CMP teeth (left); worn teeth themselves (right)

All well? I thought so, but no. We'd been running the car stationary, giving no chance for heat to permeate the 'box. Back home in Scotland, a half-hour run round the city showed that once warm, the noise returned; an ugly tooth-on-tooth rattle and grumble. A 50-mile round trip to a car meet at Peebles Hydro only confirmed this, and that gear selection becomes harder once hot, though this could be a separate issue to do with the gearlever's gate. What now? Re-fit the old constant mesh pinion and hope it shuts up? Easier said than done.

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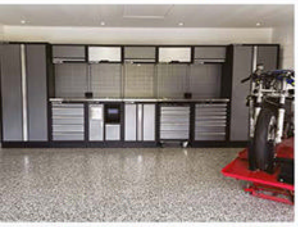

CORNER UNITS IN STOCK

A CHOICE OF STAINLESS STEEL OR WOODEN WORKTOPS

MECHANICS/PROFESSIONAL TOOL CHESTS/CABINETS

NEW

3 £139.98 exc.VAT
£167.98 inc.VAT

5

6

DIY & PROFESSIONAL

4 £249.00 exc.VAT
£298.80 inc.VAT

- Superb quality & value for DIY & professional workshops

PRICE CUT 1 £79.98 exc.VA
£95.98 inc.VAT
WAS £101.99 inc.VA

PRICE CUT £169.98 exc.VAT 2
£203.98 inc.VAT
WAS £210.00 inc.VAT

	Model	Desc.	LxWxH (mm)	Order Code	exc.VAT	WAS inc.VAT	inc.VAT
	MECHANICS RANGE						
1	CTC600C	6 Dr Chest	620x257x335	070116037	£79.98	£101.99	£95.98
6	CTC900C	9 Dr Chest	620x257x380	070110903	£84.99	£107.98	£101.99
	CTC500C	5 Dr Cabinet	680x330x765	070116002	£144.99	£179.98	£173.99
	CTC800C	8 Dr Chest/Cab Set	616x295x1027	070113032	£139.98	£173.99	£167.98
2	CTC700C	7 Dr Cabinet	680x330x875	070116009	£169.98	£210.00	£203.98
	CTC1300C	13 Dr Combi	680x335x1304	070113042	£189.98	-	£227.98
	PROFESSIONAL RANGE						
5	CTC103C	3 Dr Step Up Chest	691x310x256	070113016	£74.99	-	£89.99
3	CTC109	9 Dr Chest	685x305x419	070113211	£139.98	-	£167.98
4	CTC107C	7 Dr Cabinet	739x461x953	070113126	£249.00	-	£298.80

NB Overall length includes handles

FULL EXTENSION ROLLER RUNNERS FOR SMOOTH OPENING ACTION

BOLTLESS SHELVING/ BENCHES

FROM £39.98 exc.VAT
£47.98 inc.VAT

LOADING OPTIONS 150 KG PER SHELF 350 KG PER SHELF EVENLY DISTRIBUTED

CHOICE OF 5 COLOURS RED, BLUE, SILVER, GREY & GALVANISED STEEL

- Simple fast assembly in minutes using only a hammer

Model	Weight	Dims WxDxH(mm)	Order Code	exc.VAT	inc.VAT
CSM5150BP	150kg	800x300x1500	070710816	£39.98	£47.98
CSM5350BP	350kg	900x400x1800	070710808	£57.99	£69.59

CHESTS/CABINETS

PREMIUM

1 £159.98 exc.VA
£191.98 inc.VA

- Combines premium quality with fiercely competitive pricing & super smooth ball bearing roller drawers

30 KG MAX DRAWER LOAD

SEE WEBSITE FOR PACKAGE DEALS WITH TOOLS

EXTRA LARGE BOTTOM DRAWERS

2 £259.00 exc.VA
£310.80 inc.VA

	Model	Desc.	LxWxH (mm)	Order Code	exc.VAT	inc.VA
1	CLB900C	9 Dr Chest	685x305 x474	070114821	£159.98	£191.9
2	CLB1007C	7 Dr Cabinet	740x465 x955	070118042	£259.00	£310.8

HEAVY DUTY & PROFESSIONAL

PRICE CUT £149.98 exc.VAT
£179.98 inc.VAT
WAS £185.99 inc.VAT

THE ULTIMATE IN TOOL STORAGE!

- Extra heavy gauge double wall steel construction

FULL DETAILS - SEE IN STORE OR VISIT WEBSITE

HUGE CHOICE OF HAND TOOLS

RUBBER GRIP SIDE HANDLES

BLUE LINE INDUSTRIAL

BLACK GOLD LINE

CONTRACTOR

2 £279.00 exc.VAT
£334.80 inc.VAT

NB Overall length includes handles

‡ WAS £179.98 inc.VAT ◆ WAS £185.99 inc.VAT

	Model	Desc.	LxWxH (mm)	Order Code	exc.VAT	inc.VAT
	CBB203C	3 Dr Step Up	716x316x256	070118012	£86.99	£104.39
	CBB205C‡	5 Dr Chest	710x315x420	070118016	£145.99	£175.19
1	CBB209C◆	9 Dr Chest	710x315x420	070118032	£149.98	£179.98
	CBB210C	10 Dr Chest	710x315x475	070118037	£169.98	£203.98
	CBB215C	5 Dr Cabinet	758x468x815	070118052	£249.00	£298.80
2	CBB217C	7 Dr Cabinet	758x468x975	070118057	£279.00	£334.80

PRICE CUT £54.99 exc.VAT
£65.99 inc.VAT
WAS £68.39 inc.VAT

32 PIECE SET

PRO378
PROFESSIONAL 1/2" DRIVE SOCKET SET

TOOL SETS

300 PIECE AF/ METRIC HOME GARAGE REPAIR KIT

£197.00 exc.VAT 2
£236.40 inc.VAT

CHT859
040213859

PROFESSIONAL 91 PIECE TOOL KIT WITH CANTILEVER TOOLBOX

1 £629.00 exc.VAT
£754.80 inc.VAT

PRO396
040218396

222 PIECE TOOL SET WITH 7 DRAWER TOOL CABINET

PRO394
040218394

3 £109.98 exc.VAT
£131.98 inc.VAT

5 DRAWER WORKBENCH

EXTRA LONG 1700MM WORK TOP

CWB1700P
040315510

£329.00 exc.VAT
£394.80 inc.VAT

BEST SELLER

WORKBENCHES WITH PEGBOARD

Easy to assemble, providing valuable working space and plenty of additional storage capacity.

- Dimensions (LxWxH) - 1150x560x1440m
- Pegboard back wall with 30 hooks supplied

PRICE CUT NOW FROM £72.99 exc.VAT
£87.59 inc.VAT
WAS £89.99 inc.VAT

CWB-R1B
04031770

AVAILABLE IN RED OR GALVANISED FINISH

ENGINEERS HEAVY DUTY STEEL WORKBENCHES

PRICE CUT NOW FROM £259.98 exc.VAT
£311.98 inc.VAT
WAS £347.98 inc.VAT

INCLUDES SINGLE LOCKABLE DRAWER

Shown fitted with optional 3 drawer unit Only £155.98 Inc VAT

- Durable powder coated finish
- Sturdy lower shelf

‡ WAS £347.98 inc.VAT
◆ WAS £382.80 inc.VA

Model	Dims. LxWxH (mm)	Order Code	exc.VAT	inc.VA
CWB1500D‡	1500x650x985	040317718	£259.98	£311.9
CWB2001P	2000x650x978	040317809	£279.98	£335.9
CWB2000D◆	2000x650x978	040317807	£309.00	£370.8

SANDER & POLISHER

£69.98 exc.VAT

£83.98 inc.VAT

BEST SELLER

CP185
060310185

180mm PAD DIA.

- 6 stage variable speed control

Machine Mart

FRIENDLY STORES NATIONWIDE

Britain's Tools & Machinery specialist!

www.machinemart.co.uk

BOTTLE JACK

- Tough cast iron base with screw in components
- High quality polished steel ram

5 TONNES

£24.99 exc.VAT

£29.99 inc.VAT

CBJ5B
020112012

UMP STARTS

JS1224LiN

JS1100C

JS4000

EXTRA LONG 1M LEADS

FROM £96.99 exc.VAT

£116.39 inc.VAT

BEST SELLER

JS1224

HUGE RANGE IN STORE AND ONLINE

Model	Starts Engines up to	Peak Amps	Order Code	exc.VAT	inc.VAT
S1100C	3L	1100	010310015	£96.99	£116.39
S1224LiN	6L	1200	010318905	£144.99	£173.99
S4000	6L	2200	010311030	£164.99	£197.99
S1224	6L	2000	010311224	£179.98	£215.98

GARAGES/WORKSHOPS

- Extra tough triple layer cover
- Heavy duty steel tubing
- Ratchet tight tensioning

BRIGHT WHITE INTERIOR

LENGTH UP TO 40'

ZIP CLOSE DOOR

CIG81220

KEEPS THE WEATHER OUT!

PRICE CUT NOW FROM £239.98 exc.VAT

£287.98 inc.VAT

WAS £298.80 inc.VAT

Model	Dims	Order Code	exc.VAT	WAS inc.VAT	inc.VAT
CIG81212	3.6 x 3.6 x 2.5m	140613584	£239.98	£298.80	£287.98
CIG81015	4.5 x 3 x 2.4m	140613570	£276.00	£334.80	£331.20
CIG81216	4.9 x 3.7 x 2.5m	140613574	£315.00	£382.80	£378.00
CIG81020	6.1 x 3 x 2.4m	140613572	£345.00	£418.80	£414.00
CIG81220	6.1 x 3.7 x 2.5m	140613576	£385.00	£466.80	£462.00
CIG81224	7.3 x 3.7 x 2.5m	140613578	£479.00	£586.80	£574.80
CIG1432	9.7x4.3x3.65m	140613594	£1079.00	£1318.80	£1294.80
CIG1640	12x4.9x4.3m	140613596	£2398.00	£3118.80	£2877.60

GENERATORS

- Reliable source of power for a wide variety of aplications

ALSO DIESEL GENERATORS UP TO 125KVA

Honda engine models available

PG3800ADV

FROM £219.00 exc.VAT

£262.80 inc.VAT

PG6500ADVES

‡ WAS £334.80 inc.VAT ◆ WAS £634.80 inc.VAT ● WAS £1138.80 inc.VAT

Model	Volts	KVA	HP	Order Code	exc.VAT	inc.VAT
PG2500A	230	2.2	5.6	010617850	£219.00	£262.80
PG3800A	230	3	5.6	010617852	£249.00	£298.80
PG3800ADV ‡	230/110	3	5.6	010617854	£269.00	£322.80
PG6500ADVES ◆	230/110	5.5	9.7	010617856	£519.00	£622.80
PG9000ADVES ●	230/110	5.5	16	010617860	£895.00	£1074.00

TURBO AIR COMPRESSORS

- Superb range ideal for DIY, hobby & semi-professional use

PRICE CUT NOW FROM £104.99 exc.VAT

£125.99 inc.VAT

WAS £129.59 inc.VAT

TIGER 16/550

TIGER 8/260

Model	Motor	CFM	Tank	Order Code	exc.VAT	WAS inc.VAT	inc.VAT
8/260	2HP	7	24L	000119490	£104.99	£129.59	£125.9
11/550	2.5HP	9.3	50L	000119505	£159.98	£203.98	£191.9
16/550	3HP	14.5	50L	000119510	£229.98	£286.80	£275.9
16/1050	3HP	14.5	100L	000119515	£289.98	£358.80	£347.9

£219.98 exc.VAT

£263.98 inc.VAT

1 TONNE FOLDING WORKSHOP CRANE

- Folding and fixed frames available
- Robust, rugged construction
- Overload safety valve

Fully tested to proof load

CFC100
020110142

INVERTER GENERATORS

FROM £249.00 exc.VAT

£298.80 inc.VAT

2 KVA

IG1900

‡ WAS £1078.80 inc.VAT
◆ WAS £2230.80 inc.VAT

Model	Max Output	Weight KG	Order Code	exc.VAT	inc.VAT
IG1700F	1700W	22	010617095	£249.00	£298.80
IG1100	1050W	13.4	010611103	£279.00	£334.80
IG1900	2000W	20	010617117	£329.00	£394.80
IG2300	2200W	21	010612302	£389.00	£466.80
IG4000‡	3800W	57	010617130	£895.00	£1074.00
IG8000 ◆	7500W	129	010617135	£1699.00	£2038.80

MIG WELDERS

- Ultra-lightweight machines, easy to transport, providing quality Mig welding on the move.

FROM £134.99 exc.VAT

£161.99 inc.VAT

Quality machines from Britain's leading supplier

See online for included accessories

MIG103NG

IMIG100NG

SEE FULL RANGE OF ARC ACTIVATED HEADSHIELDS IN-STORE/ONLINE

Model	Min/MaxAmps	Order Code	exc.VAT	inc.VAT
MIG103NG	35-90	010115615	£134.99	£161.99
IMIG100NG	40-100	010115610	£149.98	£179.98

2 & 3 TONNE TROLLEY JACKS

FROM £49.98 exc.VAT

£59.98 inc.VAT

CTJ2250LP

JACKS ALSO IN STOCK UP TO 5 TONNE

Model	Type	Tonne	Order Code	exc.VAT	inc.VAT
CTJ2250LP*	Low Profile	2.25	020113070	£49.98	£59.98
CTJ3000GB	Pro Garage	3	020113032	£109.98	£131.98
CTJ3000C	Pro Garage	3	020113037	£149.98	£179.98
CTJ2QLP ●	Low Quick Lift	2	020111820	£149.98	£179.98

*CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 0mm and includes 2 sockets

● WAS £183.59 inc.VAT

BATTERY CHARGERS /ENGINE STARTERS

FROM £89.98 exc.VAT

£107.98 inc.VAT

BC125

- Ammeter
- Multi-position charge regulator
- Overload protection on charging cycle

Model	Max Amps Charge/ Boost	Order Code	exc.VAT	inc.VAT
BC125	20/120	010310125	£89.98	£107.98
BC190	38/180	010310190	£104.99	£125.99
WBC180 ‡	35/180	010311500	£149.98	£179.98
WBC400 ◆	60/350	010311515	£199.98	£239.98
BC520P	50/510	010311082	£259.00	£310.80

‡ WAS £191.98 inc.VAT ◆ WAS £262.80 inc.VAT

DRILL PRESSES

PRICE CUT NOW FROM £84.99 exc.VAT

£101.99 inc.VAT

WAS £113.99 inc.VAT

WIDE RANGE IN STORE AND ONLINE

- Range of precision bench & floor presses for enthusiast, engineering & industrial applications

BEST SELLER

CDP102B

CDP152B

CDP452B

CDP502F

Model	Motor (W) Speeds	Order Code	exc.VAT	WAS inc.VAT	inc.VAT
CDP5EB	350 / 5	060712030	£84.99	£113.99	£101.99
CDP5RB	350 / 5	060710035	£89.98	£113.99	£107.98
CDP102B	350 / 5	060715512	£109.98	-	£131.98
CDP152B	450 / 12	060715522	£179.00	-	£214.80
CDP452B	550 / 16	060715575	£289.00	£358.80	£346.80
CDP502F	1100 / 12	060715592	£675.00	£826.80	£810.00

B = Bench mounted
F = Floor standing

18V ½" IMPACT WRENCH

- 3 forward and reverse gears
- Includes batteries and charger

450NM

BRUSHLESS

powered by Li-Ion

2x2AH

FROM £99.98 exc.VAT

£119.98 inc.VAT

Auto Express Best Buy 2024

Model	Desc	Batteries	Order Code	exc.VAT	inc.VAT
CCIW160	Cordless	2X 2AH LI-ION	060210658	£99.98	£119.98
CIR 184LIP‡	Cordless	2X 4AH LI-ION	060210619	£144.99	£173.99

ENGINE STANDS

CES680F

Fully tested to proof load

FROM £69.98 exc.VAT

£83.98 inc.VAT

- Rotates through 360°

*Folds for storage

‡ WAS £125.99 inc.VAT

Model	Capacity	Order Code	exc.VAT	inc.VAT
CES340	340kg	020110124	£69.98	£83.98
CES450	450kg	020110121	£79.98	£95.98
CES560 ‡	560kg	020110123	£99.98	£119.98
CES680F*	680kg	020110122	£135.99	£163.19

HOT WASHER

Break down stubborn dirt, grease and oil much faster than cold water

HARRY 2
050412181

£579.00 exc.VAT

£694.80 inc.VAT

145 Bar 2100 PSI

INC. CONTAINER FOR DETERGENT

ANGLE GRINDERS

CON1150

CAG2350

- Heavy duty
- Trade & DIY

‡ WAS £35.98 inc.VAT

Model	Motor	Order Code	exc. VAT	inc. VAT
CAG800B‡	800W	060512110	£28.99	£34.79
CON1150	1150W	060514015	£34.99	£41.99
CAG2350C	2350W	060512030	£64.99	£77.99

PRICE CUT NOW FROM £28.99 exc.VAT

£34.79 inc.VAT

WAS £35.98 inc.VAT

PAY Monthly

- SPREAD THE COST OVER 12, 24, 36, 48 OR 60 MONTHS
- ANY MIX OF PRODUCTS OVER £300
- 19.9% APR

5 MINUTE APPLICATION

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ALL YOUR OFFERS IN ONE PLACE!

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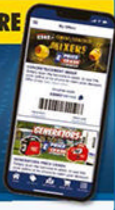

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Britain's Tools & Machinery Specialist

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SOCKET SETS & WRENCHES

LIFETIME GUARANTEE

Top quality chrome vanadium steel

PRO360
040810766

- 18 Sockets 8-32mm
- Reversible ratchet
- Comfort grip handle

£29.98 exc.VAT
£35.98 inc.VAT

BEST SELLER

HUGE RANGE OF RATCHETS, SPANNERS AND SOCKET SETS

Digital electronic torque wrench

- 1/2" drive size • Chrome plated • Soft grip handle

PRO237
040218237

£89.98 exc.VAT
£107.98 inc.VAT

HEAVY DUTY LONG REACH JACKS

PRICE CUT NOW FROM
£264.99 exc.VAT
£317.99 inc.VAT
WAS £322.80 inc.VAT

CTJ2GLS

● WAS £322.80 inc.VAT

Model	Tonnes	Order Code	exc.VAT	inc.VAT
CTJ2GLS ●	2	020111026	£264.99	£317.99
CTJ3GLS	3	020113085	£349.00	£418.80
CTJ5GLS	5	020113090	£469.00	£562.80
CTJ10GLS	10	020113095	£649.00	£778.80

HYDRAULIC PRESSES

PROFESSIONAL QUALITY

FROM
£169.98 exc.VAT
£203.98 inc.VAT

Built for tough daily use in automotive/industrial workshops

* Available with/without 7 pce pin, bracket & pressing plate kit
# Economy model
‡ WAS £454.80 inc.VAT

CSA30FPB

Model	Order Code	exc.VAT	inc.VAT
CSA4B-4 tonne bench#	020413025	£169.98	£203.98
CSA10EP 10 tonne bench*	020414025	£189.98	£227.98
CSA12F 12 tonne floor*#‡	020413020	£369.98	£443.98
CSA20FBT 20 tonne floor	020414058	£489.00	£586.80
CSA30FPB 30 tonne floor	020415201	£959.00	£1150.80
CSA50FPB 50 tonne floor	020415203	£1699.00	£2038.80

INTELLIGENT BATTERY CHARGER/ MAINTAINERS

FROM
£39.98 exc.VAT
£47.98 inc.VAT

IBC20

Model	Tank Volume	Flow Rate Req.	Order Code	exc.VAT	inc.VA
IBC7	12/24V	7A	010317008	£39.98	£47.9
IBC15	12V	15A	010317010	£49.98	£59.9
IBC20	12/24V	20A	010317012	£62.99	£75.5
IBC25	12/24V	25A	010317013	£79.98	£95.9
IBC40	12/24V	40A	010317014	£99.98	£119.9

PETROL & DIESEL PRESSURE WASHERS

- Built for tough daily use
- Full steel frame

PLS265B

Honda & Diesel engine models in stock

TIGER3000B

FROM
£269.00 exc.VAT
£322.80 inc.VAT

PLS360

Model	Pressure BAR/Psi	Motor HP	Order Code	exc.VAT	WAS inc.VAT	inc.VAT
iger1800B	110/1595	3	050412202	£269.00	-	£322.80
iger3000B	200/2900	6.5	050412212	£379.00	£478.80	£454.80
LS195B	180/2640	5.5	050411362	£479.00	-	£574.80
LS220	230/3335	9	050410347	£639.00	£802.80	£766.80
LS265B	225/3263	13	050411367	£698.00	£898.80	£837.60
LS360	248/3600	13	050410375	£979.00	£1197.60	£1174.80
LS360	248/3600	9	050410376	£1199.00	-	£1438.80

SANDBLASTERS

- Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc.

FROM
£169.00 exc.VAT
£202.80 inc.VAT

INCLUDES SANDBLASTING GUN, DELIVERY HOSE, 4 CERAMIC NOZZLES AND SAFETY HOOD

Model	Tank Volume	Flow Rate Req.	Order Code	exc.VAT	inc.VAT
CPSB100B	32 litre	6-25 cfm	000510133	£169.00	£202.80
CPSB200B	63 litre	6-25 cfm	000510134	£209.00	£250.80

WORKSHOP AIR TOOLS

CAT131
000310131

PRICE CUT
£54.99 exc.VAT
£65.99 inc.VAT
WAS £68.39 inc.VAT

BEST SELLER

PGF14
000510090

PRICE CUT
£25.99 exc.VAT
£31.19 inc.VAT
WAS £32.39 inc.VAT

PARTS WASHERS

FROM
£59.98 exc.VAT
£71.98 inc.VAT

CW2D

CW1D

CAR MECHANICS BEST BUY

‡ WAS £173.99 inc.VAT

Model	Tank Cap.	Type	Order Code	exc.VAT	inc.VAT
W2D	10Ltrs	Bench	050810031	£59.98	£71.98
W1D ‡	45Ltrs	Floor	050810030	£144.99	£167.98
WM20	22.5Ltrs	Floor	050810020	£169.00	£209.99
W40	75Ltrs	Floor	050810920	£219.00	£262.80

1 TONNE STRUT SPRING COMPRESSOR

- Hydraulically powered, foot control operated device
- Adjustable spring retainers • Springs up to 400mm diameter & 520mm in length
- Tough steel safety guard

£189.98 exc.VAT
£227.98 inc.VAT

SSC1000G
020411030

LOW NOISE AIR COMPRESSORS

SHHH24/150
000112440

FROM
£139.98 exc.VAT
£167.98 inc.VAT

LOW NOISE LEVEL

Model	HP	CFM	Order Code	exc.VAT	inc.VAT
SHHH24/150	1.5	7	000112440	£139.98	£167.98
SHHH50/150	1.5	7	000112445	£179.98	£215.98
SHHH50/350	3.5	16.9	000112450	£269.00	£322.80

WARRIOR WINCH

FROM
£89.98 exc.VAT
£107.98 inc.VAT

20SPS12

Model	Capacity	Order Code	exc.VAT	inc.VAT
20SPS12	907kg	020110281	£89.98	£107.98
25SPS12	1134kg	020110296	£129.98	£155.98

UP TO 7938KG CAPACITY IN STOCK

SUPER QUIET AIR COMPRESSORS

FROM
£319.00 exc.VAT
£382.80 inc.VAT

SHHH 50/24

Model	Air Disp.	Rec Cap	Order Code	exc.VAT	inc.VAT
hhh 30/9	0.88cfm	9L	000110865	£319.00	£382.80
hhh 50/9	1.77cfm	9L	000110870	£509.00	£610.80
hhh 50/24	1.77cfm	24L	000110875	£519.00	£622.80
hhh 100/24	3.53cfm	24L	000110880	£829.00	£994.80
hhh 100/50	3.53cfm	50L	000110885	£939.00	£1126.80
hhh 150/100	5.3cfm	100L	000110890	£1399.00	£1678.80

3-IN-1 AIR CONDITIONERS

Mobile Units provide quick & effective cooling & drying

- ✓ Air Con
- ✓ Dehumidifier
- ✓ 3 Speed Fan

SUPPLIED WITH REMOTE CONTROL

PRICE CUT NOW FROM
£189.98 exc.VAT
£227.98 inc.VAT
WAS £238.80 inc.VAT

AC7050

‡ WAS £238.80 inc.VAT

Model	Cooling Capacity	Order Code	exc.VAT	inc.VAT
AC5000B‡	5000 BTU/h	010510580	£189.98	£227.98
AC7050	7000 BTU/h	010510567	£239.00	£286.80
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2016/16 Bentley Flying Spur Mulliner in White Sand Metallic with electric sunroof and 21 inch ten spoke alloys. Linen leather interior with contrast stitching and Flying B's. Dual trimmed steering wheel and rear view camera. Only 46,000 miles with full history. Only 2 owners and in immaculate condition, only **£49,999**

2012 Model/61 Bentley Mulsanne in Sapphire Blue with 21 inch split rim alloys and a Gold coachline. Cotswold and Nautic leather with French Navy carpets piped in Cotswold, Walnut veneers with door inlays, picnic tables and vanity mirrors. Immaculate with only 25,000 miles and FSH. Superb spec. and amazing value at only **£48,950**

2012 Model Bentley Mulsanne Launch Spec. Finished in Onyx with 21 inch wheels and full tinted spec. Beluga interior with Fireglow piping, Piano Black veneers, picnic tables and rear screens. Fitted with rear camera. Two owners from new with FSH. 72,000 miles, totally immaculate and amazing value at only **£39,999**

2016/66 (2017 Model) Bentley Bentayga W12 Mulliner in special order Moonbeam Silver. Panoramic roof with roof rails, 21 inch 5 spoke diamond cut alloys and 5 seat interior with Terrain Specification, Touring Specification, Front Seat Comfort Specification and Veneer Specification. Only 46,000 miles with FSH... **£63,950**

2008/08 Bentley Flying Spur Mulliner. Finished in Silver Tempest with 20 inch Mulliner alloys and an electric glass sunroof. The interior is again Mulliner design in Portland leather, stitched in Beluga. Only 79,000 miles with Full Service History. Immaculate condition throughout..**£19,650**

2006/56 Bentley Continental GT Mulliner. Finished in Beluga with 20 inch alloys and Beluga interior finished in Mulliner style with Walnut veneers and door inlays in quilted leather. Full history, immaculate condition throughout... **£21,250**

2012/12 Bentley Continental GT Mulliner in Sapphire Blue with 5 spoke split rim polished alloys. Linen leather with contrast stitching in Imperial Blue. Twin coloured 3 spoke steering wheel with Imperial Blue secondary hide. Only two previous owners with just 44,000 miles and full history. Stunning throughout **£36,250**

2005/55 Bentley Arnage R LWB. Bentley Motors own car, designed to be a 2007 Model, with uprated engine and later 6 speed ZF gearbox. In Black Sapphire with Portland interior, French Navy carpets and Walnut veneers. Known to us for 13 years and only 57,600 miles with FSH, this rare car is immaculate throughout...**£36,950**

2006/56 Bentley Azure in unmarked Silverlake with French Navy mohair hood, Flying B mascot and 19 inch alloys. The interior is in beautiful condition, trimmed in Magnolia with Nautic secondary hide, two tone steering wheel and Madrona veneers. Only 39,000 miles with full history and in immaculate condition throughout **£97,950**

2007 Model/56 Bentley Arnage T Mulliner. Finished in Anthracite with Beluga interior. Bright Aluminium Inserts To Fascia & Waistrails, Flying B Radiator Mascot, Wood & Leather Steering Wheel and upgraded sat nav / stereo. Known to us for last 4 years, only 74,000 miles with full history **£34,950**

2005/54 Bentley Continental GT. Finished in Diamond Black with 19 inch five spoke alloys, with Saffron interior and Beluga secondary hide. Known to ourselves for 4 years and maintained regardless of cost, with only 58,000 miles, with full history. Immaculate condition throughout .**£19,250**

2003/03 Bentley Arnage R Mulliner in Fountain Blue with electric sunroof and 19 inch Arnage T alloys. Special order interior with Arnage T cross stitched ventilated leather in Nautic Blue, Walnut veneers and an aluminium turned dash around the speedo and rev. counter. Only 29,000 miles with full history, immaculate condition.............**£27,950**

2005 Model Bentley Arnage R Mulliner. Finished in Silver Storm, Black coach line and electric sunroof. Parchment interior with Walnut veneers, picnic tables, vanity mirrors, rear refrigerator, cocktail cabinet and fully electric and heated rear seats. With Full Service History, immaculate condition..**£27,250**

2004/54 Bentley Continental GT. Finished in Diamond Black with 19 inch split rim alloys. Portland interior with Walnut veneers and Beluga secondary hide. Full history with slightly higher than average mileage at 7,200 miles per year, but well maintained. Outstanding value at only **£12,999**

1997 P Bentley Continental T. Wide Bodied in Black Sapphire with 18 inch 5 spoke alloy wheels. Parchment interior with French Navy piping, Dark Blue carpets with Parchment piping and Burr Walnut veneers. Known to us for 6 years and maintained to the highest standard. 65,000 miles, immaculate throughout...............................**£82,950**

2000 X Bentley Arnage Red Label. Finished in Stellite Silver with 18 inch alloys, with Beluga interior piped in Slate Grey with Walnut veneers. Previously supplied by ourselves, only 54,213 miles and a very comprehensive history clearly showing it's been maintained regardless of cost. Fantastic value, only **£21,250**

1997 P Bentley Turbo RL MK IV. Finished in Royal Blue with 17 inch alloys and Cream coach lines. Parchment interior leather with French Navy piping, Walnut veneers and French Navy carpets. We have known this car since we supplied it 10 years ago. Maintained regardless of cost, including head gaskets. Immaculate **£18,950**

2000 X Rolls Royce Corniche Convertible MK V 6.8 V8. Finished in Amethyst with a Black hood and 17 inch alloys. Pale Grey leather interior piped in French Navy with French Navy carpets and Walnut veneers. Only 26,900 miles with full history. Absolutely stunning, a rare piece of motoring history **£128,950**

1990 G Rolls Royce Silver Spur MK II Active Ride. Finished in Brooklands Green with Cream coachlines and whitewall tyres, with Parchment interior, picnic tables and electric rear seats. Supplied and serviced by ourselves since 2001. Only 81,000 miles, immaculate condition throughout. Only **£22,950**

1996 Model Bentley Azure. Finished in Masons Black with 17 inch sports alloys, with Beluga interior with Walnut veneers and Black carpets. Service history. This car is in superb condition and a real head turner. An investment at only **£49,999**

1986 C Rolls Royce Corniche Convertible. Finished in Aurora with a new Spruce Green Mohair hood and Champagne interior piped in Spruce with Spruce carpets and Walnut veneers. Upgraded radio unit including sat nav, DAB and park camera. Known to us for 23 years. 68,000 miles with FSH, immaculate..................................**£89,995**

1996 N Bentley Continental R in special order Silica (Pale Gold) with 17 inch alloys. The interior is trimmed in Mushroom with Spruce piping, Portland carpets and Burr Walnut veneers. Only 50,900 miles with full history, maintained regardless of cost. Supplied by us in 2008 and immaculate. A good investment at only **£43,999**

1980 V Rolls Royce Silver Wraith Series II in Walnut with Beige vinyl roof and limousine style rear window, with Corniche style hub caps and trim rings. Magnolia interior with Chestnut carpets, Magnolia piping and picnic tables. Only 58,000 miles with lots of history and the bodywork is immaculate ...**£37,950**

1990 G Rolls Royce Silver Spur II in Larkspur Blue with white wall tyres. The interior is in parchment leather with French Blue piping and French Blue carpets, picnic tables, Walnut veneers and electric rear seats. Only 101,500 miles with history. Maintained regardless of cost, known to ourselves for a number of years **£21,250**

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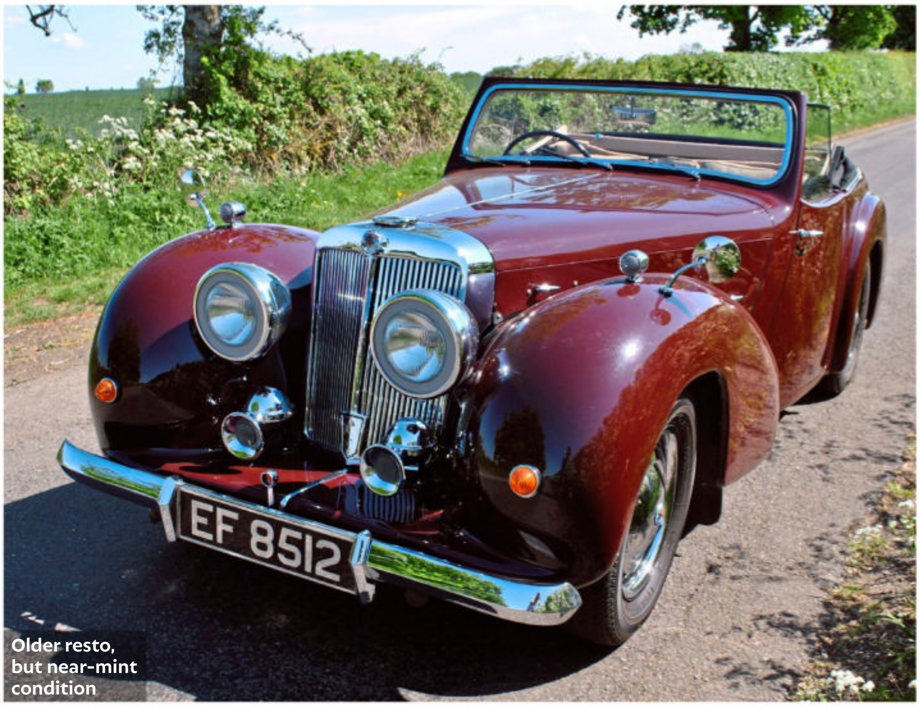
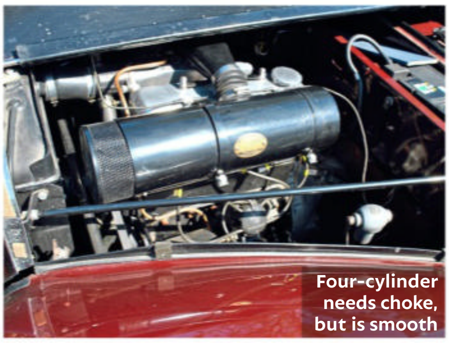


Older resto, but near-mint condition

Interior looks newly-restored



Four-cylinder needs choke, but is smooth

1948 Triumph Roadster £26,500

Fancy a piece of open-top, art deco-style motoring, but with postwar dependability? Sam Dawson has found just the thing

Triumph's pretty, late-Forties 1800 Roadsters more usually change hands through clubs, rather than dealers, so this one represents a rare opportunity to buy one with a warranty. An older restoration, with a history file boasting recent overhauls, this car appears to be in very good condition.

The coachwork – finished in the same shade of red as the most famous Triumph Roadster, the one driven in Eighties BBC TV series *Bergerac* – is beautifully smooth, with even shutlines all-round, including around the complex boot area with its pop-up windscreen and rear dickey seats. There are a couple of stonechips on the driver's-side front wing, and the leading edges of both suicide-hinged doors. There are also small scratches on the driver's-side bonnet edge, and some small paint runs and star-cracks in the scuttle at the base of the windscreen. Crucially though, these are all minor blemishes when the bodywork is considered overall – there are no dents or signs of rust anywhere.

The interior is in even better condition. If anything, it looks to be freshly restored, but there's nothing specific in the service history file about it. Dashboard wood is glossy and unbroken, carpets are deep and evenly-piled, and the leather seats are only barely patinated. This condition extends to the rear seats, which fold out stiffly but precisely on shiny chromed hinges and runners, revealing yet more fresh-looking carpet. It's all indicative of recent, high-quality work.

The 1776cc overhead-valve engine needs a lot of choke from cold, and stalls at idle without it until the temperature gauge needle has risen. Once warmed through, it sits at 70°C and idles smoothly and quietly, with oil pressure reading a steady 60psi under throttle load.

The four-speed manual gearchange mounted on the steering column feels precise through its long chromed lever, although reverse can be difficult to locate. Notoriously, the Triumph Roadster is no sports car, despite its looks, but it feels brisk enough on A-roads. It tracks straight, the ride is smooth and the suspension clonk-free. It may not corner like a sports car – steering is a bit vague – but it's predictable enough. Confidence is imbued by brand-new Austone radial tyres all-round; and the brakes, which are excellent for a car of this era, pulling up straight, biting abruptly and free of fade.

The history file is patchy. It includes the original buff logbook, spanning 1948-1966, along with paperwork that attests to a complete rechroming at Derby Plating in 2001 – it would be unusual if other restoration work wasn't carried out at the same time – and a new clutch fitted at Ivor Searle in 2023. Other than that, it's full of technical manuals and advice on maintenance and restoration from owners' club advisors, suggesting a diligent home mechanic owner.

This is top money for a Triumph Roadster, but it's in great condition with a dealer's warranty backing it up – something which goes some way to make up for the lack of service history, but it certainly feels well looked-after.

1948 Triumph 1800 Roadster

Price £26,500 **Contact** The Motor Shed, Bicester (07718 764463, *vintageandclassiccars.co.uk*) **Engine** 1776cc in-line four-cylinder, ohv, carburettor **Power** 63bhp @ 4500rpm **Torque** 108lb ft @ 2000rpm **Top speed** 82mph **Fuel consumption** 23mpg **0-60mph** 34.4sec **Length** 4277mm **Width** 1626mm

CHOOSE YOUR TRIUMPH ROADSTER

- Internally codenamed 18TR – Triumph's first use of this nomenclature – the Roadster was launched in 1946. Based on the 1800 saloon, it was considered old-fashioned in style, but featured an overhead-valve version of the Standard four-cylinder engine previously used by Jaguar, a downdraught carburettor, and synchromesh on all but first gear.
- In September 1948, the Roadster was upgraded with the running gear from the Standard Vanguard: a 2088cc four-cylinder engine, all-synchromesh three-speed gearbox, and a quicker 0-60mph sprint time of 27.9 seconds. Code name was TRA.
- Discontinued 1949. Despite a third generation being shown in 1950, it was never put into production. The belated successor was the TR2, revealed in 1952.

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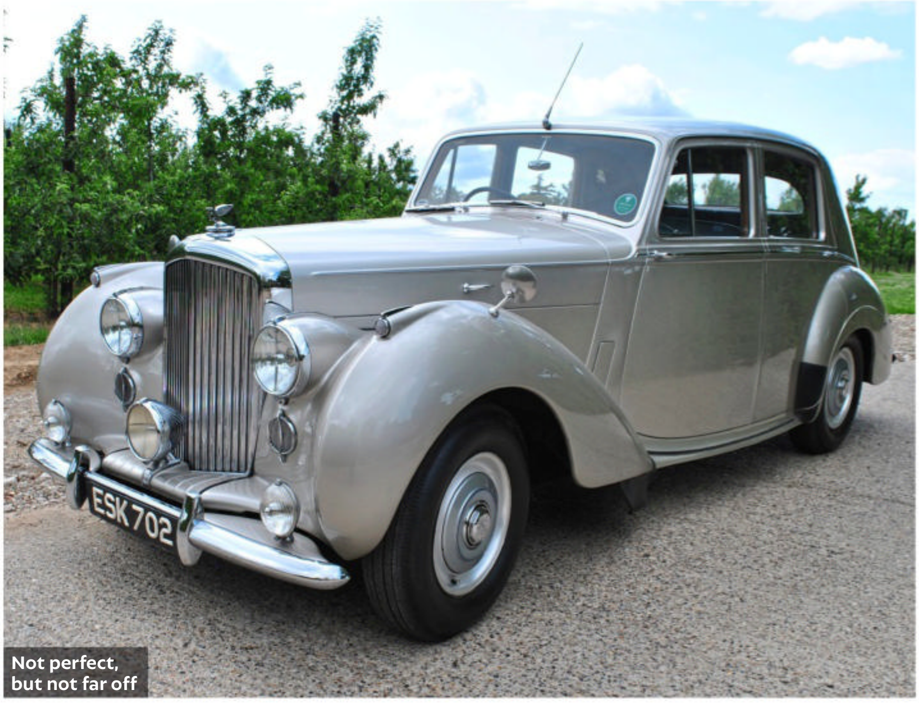

Not perfect, but not far off

Complex wood in excellent order

Engine smooth, but fan is noisy

1954 Bentley R-type £30,000

Sam Dawson discovers that this stately and gracefully stylish Fifties Bentley saloon is also a transmission technology pioneer

It may not look groundbreaking, but this 1954 Bentley R-type was one of the very first cars available with automatic transmission. It was a rare special-order option introduced for 1954 on the R-type, at a time when most cars didn't even have fully-synchromeshed manual gearboxes.

Sadly, nothing is known of the very early history of this Bentley. It's had one owner, Paul Hoddinott, since 1990, after it was repatriated by marque specialist Peter Fischer, having lived in California since 1969. Owners' clubs with access to Bentley archives might be able to uncover the original buyer.

Although its mileage cannot therefore be verified, Hoddinott has been fastidious in his ownership. From 1991 to 2000 he returned the car to Fischer on an annual basis to keep it maintained, with the specialist going far further than mere basic servicing. If corrosion reared its head, there was a running issue or the suspension required attention, it got it, with Fischer providing exhaustive handwritten notes detailing his work. After 2000, Hoddinott sent it to English Automotive instead, which duly repeated the same annual process. Adding up all the work over the years amounts to, in effect, a £20,000 rolling restoration.

It still proudly wears its Bentley Trophy sticker from the 2024 Concours of Elegance in its windscreen, and this is reflected in its overall condition. Panels are smooth, undamaged, and wear a consistent paint finish, although there are a couple of stonechips on the passenger-side bonnet side-moulding, thankfully avoiding the hand-applied pinstriping. There are also chips on the tops of both B-pillars, and some rust bubbles starting to emerge in the driver's-side running board just below the front door.

Inside, the leather seats are patinated, with some deep, discoloured creases, but they're solid. The headlining is intact, and largely clean apart from some staining at the passenger-side rear. The cockpit wood is in generally good condition, apart from a pair of small chips on the front door cappings. These are both in the curve by the B-pillar at both sides of the car.

Startup procedure is a bit convoluted for a luxury saloon. You insert the ignition key, activate the ignition on a separate switch, and turn on the fuel pump before it will start on the chromed dashboard button. But once you do, it fires up immediately, settling to a relatively smooth idle with a gentle, regular offbeat.

The six-cylinder engine pulls steadily and consistently in-gear, keeping its cool under throttle load with a consistent 75°C reading, fan keenly, if noisily, kicking in, and 20psi oil pressure. Changes on the automatic gearbox are a little abrupt if you accelerate hard – this was technology in its infancy after all – but it shifts up and down with more decorum if you're gentler with it. Steering is unassisted and very heavy at low speeds, but is accurate for its era, with minimum kickback. Brakes are superbly powerful too.

It's no Continental obviously, but for a usable Bentley of this quality, £30k looks fair for something so well looked-after.

1954 Bentley R-type

Price £30,000 **Contact** Terence Morley (07887 722400, *terencemorleyclassiccars.co.uk*) **Engine** 4566cc six-cylinder, ioe, two carburettors **Power** 160bhp @ 4500rpm **Torque** 220lb ft @ 3500rpm (est) **Top speed** 103mph **0-60mph** 13.25sec **Fuel consumption** 15mpg **Length** 5080mm **Width** 1753mm

CHOOSE YOUR BENTLEY MARK VI

- Launched in 1946, the Mark VI was the first all-new postwar Bentley, as well as the first with standardised all-steel coachwork, and the first to be offered fully-finished in-house from the factory. It was built by Rolls-Royce, although chassis were also available to third-party coachbuilders to create coupés, convertibles, and their own saloon designs.
- A Rolls-Royce variant named Silver Dawn, with a longer wheelbase as well as the traditional grille and badges, followed in 1949.
- In 1952, boot was lengthened to double the capacity. Bentley version was renamed R-type, Rolls-Royce kept Silver Dawn name.
- A lightweight low-drag coupé version of the R-type, the Continental, was devised by John Blatchley and built by HJ Mulliner from 1952. All variants replaced by new S-series in 1955.

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£130,000

1989 BENTLEY CONTINENTAL

The Continental was the flagship of Bentleys range when it was introduced in 1984. Impeccably engineered and hand built by Mulliner Park Ward it was the ultimate in coach built luxury motoring. This car comes with comprehensive paperwork and only 48,700 miles.

£137,500

1969 MERCEDES-BENZ 280SL PAGODA

Finished in elegant pale gold with black leather interior. This car comes with the favoured 2.8l six cylinder engine delivering smooth performance.

£45,000

2018 ALFA ROMEO 4C

A rare Alfa 4C in Nero black. A real head turner with great presence. Unusually for a car of this size and price it was built with a full carbon fibre tub so it's incredibly light and stiff giving great performance and precise handling. With only 14,500 miles this could be a great investment.

£139,950

1972 BMW 3.0CSL

A legendary car finished in it's original colour of Polaris Silver. The lightweight aluminium body panels are in lovely condition. With only 78,000 miles the engine is smooth and gearbox precise. The car comes with a huge history.

£17,450

1984 LAND ROVER SERIES 3

One of the last Series 3 Land Rovers. Our's has had extensive refurbishment with many new parts including an interior retrim. The rear seats are in a station wagon layout meaning that it can seat seven people.

£59,950

1970 FIAT DINO COUPE 2400

We're delighted to have this car in the showroom. A highly original Argento Silver Fiat Dino Coupe. This car has been subject to a serious amount of love and attention over the years which is reflected in it's current fantastic condition.

£149,950

1986 PORSCHE 911 TURBO

Beautifully presented in Artic Silver with light silver grey leather interior, this is great example of the 993 generation. Being the last generation of the air cooled 911's this car is becoming highly sought after and increasingly collectible.

£29,950

1989 LAND ROVER 90 V8

A genuine factory V8 Land Rover 90. With only 57,000 miles this is an unrestored Land Rover in great overall condition but with a light patina of age highlighting the orginality. The V8 completely changes the character of these Land Rovers and unsurprisingly they are increasingly collectable.

£29,450

1966 TRIUMPH TR4A

A great looking car and in very good condition inside, out and mechanically. The upgrade to the TR4A included an independent rear suspension set up transforming the way the car drives. This car also comes with the "Surrey" top giving added practicality.

£27,450

2007 LAND ROVER DEFENDER 110

Burnt orange was never a standard colour for Land Rovers but maybe it should have been. Our Defender looks fantastic in Orange and black. The interior has extensive soundproofing and alcantara trim and roof lining. Externally all lights have been replaced with LED's.

£275,000

1962 BENTLEY S2 CONTINENTAL

Elegant, graceful, just some of the words used to describe this lovely S2. The coupe body work is by H J Mulliner and our car is one of only 72 right hand drive Continentals made. This car comes with comprehensive paper work and only 55,600 miles.

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Expensive, but barely used

Plush interior looks new at 30k miles

Runs smoothly, needs battery

1990 BMW 735i SE £15,995

BMW's early-Nineties, six-cylinder flagship is a very rare sight nowadays, especially in original condition says Alan Anderson

As wonderful as this completely original 735i undoubtedly is, there's no getting away from the fact that it's very expensive for such a hard to value classic. There again, you're unlikely to find another potential concours winner quite like it. For the money, would you rather have an average Cortina 1600E?

After a jump start – it hasn't been run regularly for a while – the straight-six runs sweetly. Hardly surprisingly given its low odometer reading of 32,098, it drives like brand new in every respect. This 735i spent the majority of its life on Jersey, and – as is so often the case with infrequently used classics – the tyres have reached the end of their service life before being even being remotely worn out. The rear Nankang pair date back to 2001, but the front Uniroyals are newer. A new uniform set should be budgeted for.

To say that the highly-polished Alpine White bodywork is still in peak condition would be an understatement. Apparently having covered an average annual mileage of less than 1000 miles, and cherished, there's not even a scratch worth mentioning. The substantial coloured-coded door mirrors and valances are spotless, with the standard-fit BMW alloy wheels and their centre caps (along with the minimal chrome work) no less sublime. All the next owner needs to do is keep it that way. The Jersey number plate has been surrendered and replaced by an age-related one.

While predominantly black, the interior option is called Silver Leather. The grey carpeting receives a gold star for its mint condition as well as durability, retaining its plush pile. The leather seats look hardly sat in; and being an SE trim it also benefits from a decent number of appointments such as air-conditioning, powered seats and sunroof, all working properly, including the original Blaupunkt Memphis radio. There's a splash of genuine wood on the dashboard, centre console and door cappings and their walnut finishes remain as new. The boot compartment has also been gently cleaned, and looks factory fresh. According to the vendor, the comprehensive BMW toolkit has remained untouched since new.

The state of the impressive engine compartment tells you all you need to know about how this 7er has been cared for since day one. The sole owner treated himself, trading up from a Triumph Dolomite 1300, but he's now giving up driving. The service booklet is fully stamped up to 2017, at 30,358 miles, although there are also invoices for supplementary minor services since then. Nevertheless, due to the low mileage it would be a good idea to have an oil service and reset the maintenance indicator warning lights. Documents comprise complete owner pack, original sales invoice and paperwork certifying importation from the Channel Islands. So is it such an over-inflated buy? We'll let you decide – there simply aren't enough on the market in this kind of condition to set any kind of comparable benchmark.

CHOOSE YOUR BMW E32

- Replacing the first-generation BMW 7 Series in 1986, the E32 was initially available with straight-six engines – the 3.0-litre 730i, and the 3.5-litre 735i. Two wheelbases are available – 2833mm standard and 2947mm 'L' – with the option of luxury 'SE' trim.
- In 1987, Alpina created a 251bhp high-performance version of the 735i called the B11.
- Also in 1987, BMW installed its first V12 engine in the E32, creating the 750i. It was also available in long-wheelbase, luxurious 750iL Highline specification with rear coolbox, picnic tables, crystal glasses and dual-zone climate control. Alpina offered a performance version called the B12, with 345bhp.
- In 1992, the 735i was replaced by the 4.0 V8-engined 740i. The E32 7 Series was replaced by the new E38 generation in 1994.

1990 BMW 735i

Price £15,995 **Contact** Hurst Park Automobiles Ltd, East Molesey (01372 468487, *hurstpark.co.uk*) **Engine** 3430cc six-cylinder, ohc **Power** 208bhp @ 5000rpm **Torque** 225lb ft @ 4000rpm **Top speed** 148mph **0-60mph** 7sec **Fuel consumption** 18-23mpg **Length** 4910mm **Width** 1845mm

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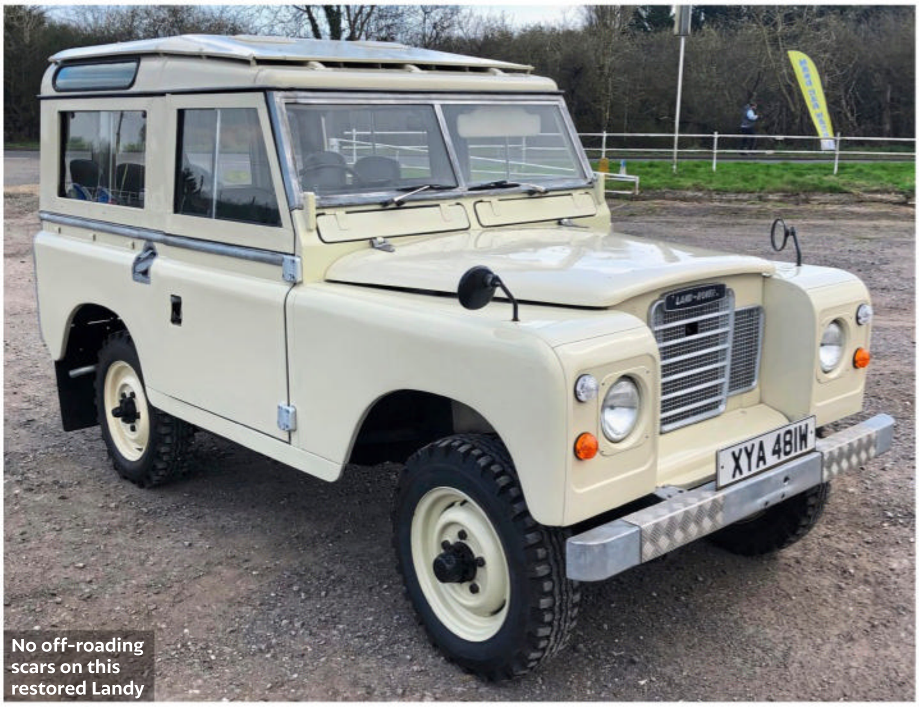

No off-roading scars on this restored Landy

Mint interior unusual for a Land Rover

Only surface corrosion under the bonnet

1981 Land Rover 88 Series 3 £24,995

Alan Anderson discovers that this very smart-looking Landie S3 County has a high specification along with lots of classic appeal

If you have a penchant for old rustic Land Rovers then this S3 has lots to commend it. The MoT history shows it's covered less than 9000 miles in the past 20 years and certainly feels taut. The 4x4 transmission is free from undue noise and shunt, and it's fitted with the rare Fairey Winches overdrive, which the dealer says makes driving at the legal limit more tolerable. The willing engine seems in good health, less so the all-drum brake set-up, which was recently treated to replacement rear linings. Even moderate pressure causes an unnerving pull to the right which will apparently be attended to before the Land Rover is sold. The Avon tyres also need some consideration – they are of an unknown vintage and while their tread remains meaty, the sidewalls suffer from notable cracking.

Team Virtus, formerly known as Arun, is well known for its stock of Land Rovers of all ages and this particular one is known to the staff long-term. It's spent money on the bodywork, including attending to the door bottoms, and fitting new hinges and window seals prior to localised repainting. This explains why this cream-coloured County model looks especially smart. All the exterior panels are free from dents and corrosion and items such as brightwork, guttering and windscreen surround – together with bumpers that have been brush painted in what looks like aluminium paint – don't detract from the very smart appearance. New rear mud flaps have been fitted, plus there's the obligatory tow bar. The body-coloured wheels and new number plates also set things off nicely.

This seven-seater's interior, complete with the desirable Safari roof, is in remarkably habitable condition. All of the seven vinyl-covered seats are in excellent order and remain surprisingly comfortable. The carpeting, a hallmark of the County model – lesser Land Rovers only had rubber mats – is in good condition, and the state of both the steering wheel and transmission levers suggest that XYA 481W hasn't led a tough life. The Safari top doesn't extend as you might expect but is, in fact, little more than a thin aluminium panel that fits over the standard roof – the advantage of this set-up being that it features added vents to allow in air once moving.

The engine compartment looks well cared for. There's some inevitable surface corrosion on the ancillaries plus flaking paintwork on the bulkhead and inner wings, but more importantly, no real signs of proper rust. Sadly, by the looks of it, the previous owner didn't bother to keep the maintenance records up to date aside from a bill relating to new set of coolant hoses and a halogen headlamp conversion kit. In total, the dealer spent the best part of £2400 last year on assorted cosmetic work.

Brake pull aside, this Landy runs and drives well, and to find one with overdrive is a rarity. While premium priced, YXA 481W appears about right for the market, although for pretty much the same outlay you can buy a much later and far more civilised Defender. The choice is yours.

CHOOSE YOUR LAND ROVER SERIES III

- Introduced in 1971, the Series 3 was essentially a facelifted Series 2A, with a new plastic radiator grille. It was available in 88 and 109-inch wheelbase forms, fully open, enclosed Station Wagon and 'cab truck' pickup forms, a choice of 2.3-litre diesel and petrol engines, and a 2.6-litre petrol straight-six. US sales discontinued in 1974.
- Despite the project having its origins in 1966, the Land Rover finally gained a 3.5-litre Rover V8 option with the Stage One of 1979. Correspondingly, the original straight-six option is discontinued in 1980.
- The 'County' model, with plusher seats, interior carpets rather than mats, and a restyled dashboard, introduced in 1981.
- Series 3 discontinued in 1984, replaced by new Ninety and One Ten models.

1981 Land Rover 88 Series 3 County

Price £24,995 **Contact** Team Virtus, Pulborough, West Sussex (01798 877328, *teamvirtus.co.uk*) **Engine** 2286cc four-cylinder, ohv, carburettor **Power** 70bhp @ 4000rpm **Torque** 120lb ft @ 1500rpm **Top speed** 73mph **0-60mph** 23.4sec **Fuel consumption** 14-20mpg **Length** 3617mm **Width** 1676mm

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AC ACE BRISTOL 1959: Svecia Red with original Red hide interior and matching wet weather equipment. Silver wire wheels. An original UK supplied matching numbered example fitted with overdrive and an oil temp gauge. Original Log-Book. This is a lovely original example that has clearly been well cared for throughout its life **£285,000**

MG MIDGET MK2 1966: Tartan Red with Black interior and white piping to the seats. Black soft-top and weather equipment. Silver wire wheels. Extensively restored some years ago and still a lovely example from the classic Midget production period. Previously supplied by ourselves **£11,995**

JAGUAR XK 120 ROADSTER 1950: Silver with Navy Blue and Grey hide interior. Polished stainless steel wire wheels. A very early steel bodied original RHD example. Original engine block. 5-speed gearbox. Body-off chassis restoration many years ago utilising the services of many well-known specialists... **£99,995**

MERCEDES-BENZ 350 SL (R107) 1972: Classic Mercedes White with white painted hub caps. Black hide interior. White hard-top and black soft-top. Rear seats. Automatic/P.A.S. Four owners. 33,700 miles only from new. Comprehensive service history from new. One of the first UK supplied examples............. **£39,995**

ROLLS-ROYCE SILVER WRAITH 11 1981: Masons Black with Beige hide interior. Black vinyl roof, easily removable dark tinted glass and whitewall tyres. One private owner. 23,000 miles only from new! All usual refinements of this 'Top-of-the-Range' model **£39,995**

JAGUAR XJV8 4.2 Ltr SPORT (X-350) 2003: Midnight Black with Ivory hide interior. 18" 'Sepang' alloy wheels. Three owners. 53,000 miles only from new. Full service history. Very high specification. Previously supplied by ourselves **£11,995**

ALVIS TD 21 DROPHEAD COUPE 1960: Peony Red with Beige hide interior. Black mohair soft-top and hood cover. Chromium wire wheels. Manual gearbox. Electric power steering. The subject of considerable restoration some years ago. Classic British coach built four-seater touring car. Previously supplied by ourselves.. **£69,995**

JAGUAR XJ6 4.2Ltr 'SERIES 3' 1982: Sapphire blue with Isis blue hide interior. Two owners and just 29,000 miles only from new. Quite remarkable throughout, previously supplied by ourselves to a very active local JEC member **£18,995**

JAGUAR SOVEREIGN HE 1984: Claret with Biscuit hide interior. 'Pepperpot' alloy wheels. One owner. 16,000 miles only from new. Air conditioning. Electric sunshine roof and other usual refinements. A fabulously rare V12 Series 3 ... **£POA**

MERCEDES-BENZ 280 SL 'PAGODA' (W113) 1969: Opalescent Maroon with Black hide interior. Matching Maroon hard-top and black mohair soft-top. Automatic/P.A.S. 90,000 miles only from new. Comprehensive history and known to us for many years .... **Reserved**

TRIUMPH GLORIA SOUTHERN CROSS 1935: Maroon with black interior and wet weather equipment, maroon wire wheels. These lovely little Triumphs have a 1238cc Coventry Climax engine, so they are quite sprightly. Super period features including chrome mesh headlamp covers, forward facing hunting spotlight, fold flat windscreen with aero screens behind, chrome luggage rack and twin rear mounted spare wheels. Very smart **£28,500**

TRIUMPH TR6 1974: Pimento Red with Black hide interior. Standard steel wheels. 'Moto-Lita' steering wheel. Black mohair soft-top. Original UK supplied car. Manual/overdrive. Carburettor conversion. Nicely presented example .... **Expected shortly**

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1995 PORSCHE 911 (993) CARRERA 4 COUPE (LHD). Supplied by Sonnen Porsche of San Francisco BLVD, the original invoice is within the history file. Finished in Polaris Silver Metallic with Classic Grey leather seats, having benefited from California's dry climate the body and paintwork are in immaculate condition as is the interior commensurate with the low mileage of only 58,896 miles. In June 2021 at 57,775 miles the Porsche had a full recommission at renowned Porsche Specialists Gantspeed details are within the history file along with the invoice totalling £2,921. Comes with a service book, owners manual etc. This iconic example of Porsche's final version of the air cooled engine is widely regarded as the best generation of the 911 ever produced.................. **£64,995**

ULEZ
EXEMPT

1969 LOTUS ELAN S4 *ONLY 27,700 MILES*. This rare Elan is one of a limited number of Lotus cars badged black. The cars had black badges and a steering wheel bearing Colin Chapman's signature. An incredible one owner car which has covered only 27,000 miles after being on the road until 1991. Now fully restored. The interior is totally original. Comes with original handbooks, service book, MOTs up to 1991 and one carried out Oct 24. Unique opportunity to acquire a genuine one owner low mileage Elan **£49,995**

ULEZ
COMPLIANT

2007 BENTLEY CONTINENTAL GTC *Only 26,000 miles*. Finished in immaculate midnight Emerald with unmarked Tobacco Brown Hide, Spruce Green secondary Hide to dash top and centre console. Complemented with dark walnut veneers. This low mileage immaculate two owner example has been cared for by Bentley Main Agents from new most recently serviced by P and A Wood less than 100 miles ago. Cruise control, dual zone climate control, Satellite Navigation, bluetooth connectivity, heated and electrically adjustable front seats etc. Totally unmarked low mileage example. If only the very best is what you are looking for don't miss this one **£34,995**

ULEZ
COMPLIANT

2016 LAND ROVER RANGE ROVER 4.4 OVERFINCH. 2016 Model Range Rover 4.4 litre Autobiography with a host of Overfinch styling and enhancements. Finished in stunning Velocity Blue with Ivory perforated leather throughout including headlining complimented by Piano Black Wood and 23-inch Overfinch Wheels and Overfinch Full Carbon Pack. Very high Specification and only 52,000 miles with comprehensive service history. The Ultimate Range Rover in Fantastic condition, a very rare find............ **£33,995**

1989 JAGUAR XJS V12 CONVERTIBLE. Only covered a mere 33,000 miles from new. Finished in unmarked Signal Red with Magnolia Hide and Black Hood. Last owned by a local lady who had the car in her collection since 2018 unused. Full service history backed up by 12 service stamps, old MOTs and invoices. Specifications include heated seats, cruise control, radio/cassette and cross spoke alloys. Comes with original handbooks, service book and tool kit. Exceptional example with excellent history **£27,995**

1997 ROLLS ROYCE SILVER DAWN LWB AUTO. A rare opportunity to acquire a very rare Rolls Royce Silver Dawn. Only 87 RHD out of a total production of 237 of these fabulous last of the line ZA service Rolls Royces. Immaculate Midnight Blue with unmarked Parchment Hide piped in Royal Blue, dark Blue Lambswool rugs and walnut trim. Rolls Royce alloy wheels with white band tyres. Last owner for the past 10 years. 9 main dealer stamps to 30,200 miles and 2 more service and invoices from Rolls Royce Specialists. Silver Dawn Book Pack, Handbook, service book with 13 service stamps and a file of invoices and old MOTs. Also included is the registration plate of "B2 BTE". Excellent example of a very collectable Rolls Royce......................**£26,995**

1990 ROLLS ROYCE SILVER SPIRIT II *2 OWNERS 15,000 MILES FROM NEW*. Supplied to a London PLC 1st Jan 1990 then passed to a doctor for 29 years and used sparingly now covered 15,900 miles. Finished in Royal Blue with Magnolia Hide, Dark Blue Piping and Dark Blue dash top Dark Blue carpets. Spare wheel and unused complete tool kit. The underside is in remarkable condition, looks more like a one year old car not a 33 year old one. One of the very best you will find. **£22,995**

2005 TOYOTA ALPHARD CAMPER VAN. Slimline elevating roof with end kitching. Kitchen can be accessible from inside the van or through the rear door outside. Finished in immaculate Metallic Grey with virtually as new Grey Trim. With Alloy Wheels, Air Conditioning, Automatic Transmission, Sat Nav and DVD player. The end kitchen looks to be new and unused as does the fridge. Ready to drive away into the sunset for only **£21,000**

ULEZ
EXEMPT

1972 LAND ROVER 88INCH SERIES III. Full restoration including new galvanised chassis new EXMOOR seats and canvas top. The work was done approximately 9 years ago and the Land Rover has had very little use since as it was part of a collection. Finished in Bronze Green with Cream wheels and Brown soft top. Wth a new set of Goodyear tyres. Very well restored example which drives very well **£19,995**

1989 VOLKSWAGEN SCIROCCO GT *ONE OWNER 19,000 MILES ONLY*. This stunning 2nd generation 1.8 litre GT Coupe is finished in its original and immaculate Metallic Grey with Grey Trim. Serviced by Volkswagen Main Dealers Colborne of Surrey. Owned by an elderly gentleman who covered just over 1000 miles in the past 19 years. Comes with the original Scirocco instruction manual and dealer information. Service invoices, service print out and 2 sets of keys. Totally original Scirocco in time warp condition..........**£18,995**

2002 MASERATI CAMBIOCORSA 4.2. Finished in one of the best colour combinations of Blu Mediterranean with Crema hide. With the 4.2 Ferrari Built 4.2 V8 engine. Specs include Climate control, electric heated seats, electric windows and Maserati Media System. Only 54,000 miles from new with Full Maserati History mainly by Maranello and comes with fully stamped service history backed up with a large file of invoices and old MOTs original manuals and tool kit. Exceptional value Italian SuperCar for only **£17,995**

ULEZ
EXEMPT

1980 MGB ROADSTER. This stunning MGB is finished in immaculate Factory Black with Black Leather, Wire Wheels, Overdrive, Mohair Hood and Pioneer KE2900 Radio. 64,000 miles, comes with MOT certificates dating back to its first one at 3 years old and a large file of invoices for service and maintenance detailing the care and attention this exceptional MG has had to keep it in the condition it is today. One of the best on the Market, don't miss this one! **£14,995**

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ULEZ
COMPLIANT

2002 MERCEDES-BENZ SLK 320 *Only 15,000 miles and One Owner*. Finished in Mercedes Brilliant Silver with Black Hide and BirdsEye Maple Wood Veneers to dash and centre console. Specifications include air conditioning, electric seats, electric steering column, cruise control and 2 spoke alloy wheels. Serviced 8 times in the 15,000 miles covered in Jersey by its one owner who had cared for the car and kept it in the condition it is today. Totally original and unmarked SLK 320. Unique opportunity to acquire an exceptional low mileage SLK with the silky V6 smooth engine **£14,995**

2000 BMW 323CI CONVERTIBLE. Finished in Dolphin Grey with unmarked Cream Leather and Dark Blue Hood. Only 2 owners from new, last owner from 2 years old for 23 years. The whole car is totally immaculate and looks like a 1 year old car. Only 44,000 miles in 25 years. Specification includes climate control, cruise control, rear park assist, 15 spoke alloy wheels, electric adjustable and heated seats with memory control and electric hood. Also comes with a fitted car cover. Original book pack and service book 2 sets of keys in the BMW wallet. Mint collector condition car. The very best you will find **£14,995**

ULEZ
EXEMPT

1971 MORRIS MINOR TRAVELLER. Finished in Teal Blue with new Light Blue trim and dark Blue carpets. The woodwork and chrome are also in very good condition. Recorded mileage of 82, 000 comes with old MOTs, invoices for work done for the last owner for the past 9 years including the retrim, owners handbook, original jack and tool kit and two sets of keys. Drives very well and is ready to take to shows this year.. ...... **£14,995**

1989 MERCEDES 230E COUPE AUTO *ONLY 55,000 MILES*. Finished in Mercedes Blue/Black with cream leather interior. Very high spec which includes an electric tilt and sliding sunroof, electric front and rear windows, alloy wheels, leather trimmed steering wheel and radio/CD player. Only 55,000 miles from new with 22 service stamps in the service book and only 3 owners from new. Comes with its owners manual and stamped service book. Very hard to find a low mileage and low ownership example... **£14,995**

ULEZ
COMPLIANT

2006 BMW 320 CI SE COUPE *ONLY ONE OWNER*. Finished in immaculate Sonora Metallic with Futura Exclusive Beige Leather Upholstery. Complemented with Myrtle Wood Trim. Supplied new by Cooper Chelmsford to its only one owner from new and serviced by them 12 times in its 46,000 miles covered from new. Only being sold due to the owner's health. Comes with all its original books including Handbook, Service Book, 12 BMW Service Stamps, Old MOT's, Original Sales Invoice and Literature. Files of invoices from Cooper BMW detailing services, etc. When only the very best is good enough. DO NOT MISS THIS ONE IT'S PERFECT!.........**£12,995**

ULEZ
EXEMPT

1973 MGB GT. Finished in immaculate British Racing Green with Black Leather interior. Has the most desirable specification with chrome bumpers, B.R.G webasto sunroof, wire wheels, overdrive, leather steering wheel and radio/CD player. All ready for the summer to show or just to drive and enjoy...... **£12,995**

ULEZ
COMPLIANT

2005 PORSCHE BOXSTER 3.2 S 6 SPEED MANUAL GEARBOX. Finished in immaculate Basalt Black Metallic with dark grey hide, dark grey carpet and electric powered black hood. Only 67,000 miles with full service history, both main dealer and specialist stamps. Electric seats and windows, original Porsche CDR 24 sound system, digital climate control, trip computer etc. Comes with a file of invoices detailing how well the car has been cared for along with its original books in the leather Porsche Wallet. Superb drive and performance.............**£11,995**

ULEZ
COMPLIANT

2002 BMW 520I ES SE AUTO E39. Immaculate Titanium Silver, Full Black Leather, very rare being the ES model. Only 64,000 miles from new, 5 speed auto, RWD with 7 Hexagon Service Stamps and one main dealer stamp. Full Leather, Electric Sunroof, Climate Control, Split Rim Alloys and BMW Business Entertainment System. ES is a mix of SE and Sports which includes its M sport suspension along with an M Leather Steering Wheel. Supplied with all the original Books and Service Book in the leather BMW wallet and 2 sets of keys. A very well looked after original example, drives like new..........**£6,995**

ULEZ
COMPLIANT

2004 VOLKSWAGEN BEETLE 2.0 AUTO. Only 18,000 miles and only 2 owners from new. Finished in immaculate Reflex Silver Metallic with Grey Trim, this virtually unmarked car has been very well looked after with 15 service stamps in the service book. Radio/CD player, air conditioning, body coloured bumpers, alloy wheels, and metallic paint. Comes with original new car invoice, fully stamped service book both main dealer and specialist stamps, original manuals in the beetle wallet, unused spare wheel and tool kit and 2 keys. Immaculate low mileage Volkswagen Beetle for only **£6,495**

ULEZ
COMPLIANT

2003 BMW 320i SE SALOON. Last owner bought this from our local BMW dealership at 15,000 miles and 6 years old. He kept it in the immaculate condition that it is today. Finished in immaculate Mystic Blue with Grey Trim leather/wood steering wheel walnut dash and door cappings. Spec includes 5 speed manual gearbox, climate control, cruise control, cruise control, rear park assist, alloy wheels, BMW business music system. Comes with documented service history, old MOTs, handbook and 2 keys. Now covered 84,000 miles and looks like a 2 year old car. Exceptional condition and exceptionally well looked after........**£4,295**

1976 KAWASAKI KH250 B1 VERY RARE AND COLLECTABLE. Full nut and bolt rebuild to an exacting standard and unused since the rebuild. Within the file is a detailed account of all new Genuine Kawasaki parts used for the restoration. Comes with original manuals, copy of the original brochure and V5. Produced between 1976 and 1980 this first year of production B1 is also known as the "smoothest triple" a 3-cylinder 2 stroke engine. STUNNING EXAMPLE DEFINITELY A SHOW WINNER **£19,995**

1992 DUCATI 851 DESMOQUATTRO SUPERBIKE. This remarkable example has only covered 16,700 miles and comes with a full main dealer history, service book, owners manual, MOTs and a selection of invoices. Fitted with carbon look cans, the original cans are supplied with the bike. Recently benefited from a major service including a new cambelt. Collector quality low mileage iconic superbike......................................**£10.995**

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1929 Humber 9/28 Saloon - This beautiful timewarp example of a Humber 9/28 is one with a very storied history that is simply unrepeatable. The car's history file details its recommissioning on return to the UK, which in addition to the engine rebuild included a rear axle rebuild **£9,995**

1978 Aston Martin V8 Vantage - This beautifully kept, very original car is a low mileage example that has spent large proportions of its life in dry storage and comes with a detailed history file **£224,995**

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2003 Porsche 911 996 GT3 - This is an exceptional example of the 996 GT3, with only 38,000 miles from new and fantastic service history. The original order form from Porsche Centre Mayfair details the extensive list of extras and the stage-2 mapping prove an exceptional combination............... **£72,995**

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1997 Ferrari 456 GTA - With only 21,000 miles on the odometer, a beautiful exterior, and a roaring V12 engine, this Ferrari epitomises collectable and luxury supercars. Accompanying the car is a comprehensive history file of routine servicing and original handbooks.. **£59,995**

1953 Triumph Thunderbird 6T - This example features Edward Turners Sprung Hub which was a suspension component that provided around 2 inches of vertical travel on the rear end and was inspired by the landing gear of a Gloster Gladiator fighter aircraft...... **£9,795**

1966 Ford Mustang 302 V8 Uprated – On arrival in the UK the Mustang was put through an extensive body-off restoration with photo record. The main lovable characteristics of an American muscle car are the noise and the feel of the torque, and this Mustang excels in both departments **£34,995**

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1983 Porsche 911 SC - This beautifully presented Porsche 911SC is a full history car that has recently been subject of a program of work that has cost almost £70,000. Mechanically the Porsche was subject to an engine and gearbox rebuild with a Porsche 911 specialists costing £12000 alone..£69,995

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1978 Aston Martin V8 Volante – 45000 miles, accompanied by an exceptional history file including original bill of sale. A stunning, highly original top class motor car that we are very proud to offer onto the market £187,995

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1968 Bristol 410 - TYF 447F has in recent years been subject of a detailed restoration and a comprehensive photographic record has documented this. The body was fully stripped down and rebuilt, beautifully re-painted £43,995

1971 Mercedes 280SE Coupe 3.5 V8 Coupe – PHZ 2 comes to us from a local customer of ours who has owned the car for 11 years having imported it form the sunshine state of California. This Mercedes presents superbly well with an exceptionally solid and original underside, and beautiful interior..£POA

1959 Jaguar XK150 3.4 DHC - This XK150 was subject to a top-quality restoration, is equipped with power assisted steering, and is a UK home Market matching numbers example £119,995

1968 Triumph TR5 PI - The Triumph has arrived with us from a regular customer in Lincoln, and we are pleased to report that its arrived with us in impressive condition having had a body-off restoration with a Triumph PI specialist in the late 1990's £42,995

1973 Jaguar E-Type Series III V12 - The E-Type spent many years as part of a privately owned museum collection and we believe this to be a low mileage car with its current recorded mileage of 39200 commensurate with the car's history and condition.................. £79,995

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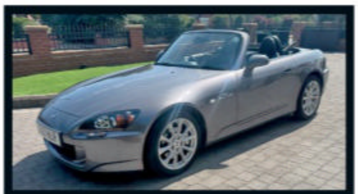

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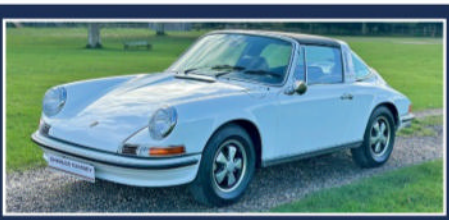
1969 Porsche 911T Targa
White with black interior. 82,000 miles. Subject to much recent expenditure totalling over £50,000. A full engine rebuild also carried out including all new pistons etc, engine bay detailed to concours standard and a new full exhaust system. New Michelin period tyres.
£99,995

1973 Porsche 911 T 2.4
First registered in 1975. Showing 99,000 miles, this 911T has just from long ownership having been in the previous owners hands for the last 26 years with just 5 former keepers registered.
£84,995

1983 Maserati Merak SS only 51,000 miles from new
This superb example is presented in Celeste Chiaro with blue leather interior. It was specially ordered from new with metallic paint, black carpets, black leather centre console, electric windows, air conditioning, Campagnolo wheels and Dynatrol rust treatment.
£62,995

1987 Ford Sierra RS Cosworth
89,845 miles. Finished in moonstone blue metallic with cashmere grey/red velour and Roma fabric upholstery. Under the bonnet is a rebuilt 2.0-litre turbocharged inline-four, delivering around 204bhp. which has only covered 500 miles.
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1989 BMW Z1
61,000 miles. Built in April 1989, this Z1 was privately imported into the UK and registered with the DVLA in August 1989. Accompanying the sale is an extensive amount of paperwork. Overall condition of the car is superb and it drives faultlessly.
£34,995

1964 Mini Cooper MK1 998 cc
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ALVIS TA21 1951, 83300 miles, Price reduced, starts on the button and drives well, maintained and nurtured by the present owners since 1998 and garaged inside, minor cosmetic body blemishes, please contact for further details. £24500 Sussex, tel:01273507973

AUSTIN A55 1961, 93000 miles, In original condition, this car has never been restored and is only two owners including my grandad from new. It's done a genuine 93000 miles and has a large folder of history. Drives well. £12500 Bedfordshire , tel:07450105354

AUSTIN-HEALEY FROGEYE SPRITE 1959, 92000 miles, True British classic, Cherry Red with Red leather White piping interior, wired wheels, Diamond White hardtop, Black soft top and tonneau, MoT Aug 25, Heritage Certificate. £22500 Devon,England, tel:07490734448

ALFA ROMEO 2000 1973, 40117 miles, For historical/classic cars collectors and especially Alfa Romeo enthusiasts. In very good and fully functional condition. General exterior maintenance, repaint, mechanical overhaul as of 2023. EUR, 18000 Marousi Greece, tel:00306978335555

ARMSTRONG-SIDDELEY 20/25HP 1936, Restored in the early 1990s, has been active as a wedding car until September 2024, the car is in very good condition, one of only three 20/25 Limousine Landaulettes known to exist. £16000 Oxfordshire, tel:07990526863

AUSTIN SPORT 1953, 71000 miles, Aluminium body in superb condition, very few examples remaining in right hand drive and this is quite possibly one of the best, completely restored in the early 2000's, MoT before completion of sale. £19950 West Midlads, tel:01684566201

AUSTIN-HEALEY SEBRING 2016, 5899 miles, Factory built 2016, less than 6000 miles, as new, Walnut Burr dash, heated leather seats, power windows, Blue Mohair soft top, Blue over Cream, wires with unused removal tool, miketwomey2@gmail.com. £29999 Kent, tel:07771764700

ALVIS FIREBIRD 1934, Original matching numbers, originally saloon and rebodied as tourer in 1970/80s, older professional engine rebuild and more recent body renovation in Old English White, garaged, reliable. £26500 East Hants, tel:01730264095

ASTON MARTIN DB6 VANTAGE AUTOMATIC 1968, A lovely, sound, smart example, beautifully finished in Deep Oxford Blue, excellent Black leather interior. Matching numbers, PAS, chrome wires, seat belts, runs/drives very nicely, www.realcar.co.uk. £225000 Wales, tel:01248602649

AUSTIN-HEALEY 100 1958, 37760 miles, Immaculate Red over Black paintwork with Black leather interior with Red piping, new hood and driving wet weather tonneau cover, almost concours condition, very reluctant sale. £46500 West Sussex , tel:07712332607

BEDFORD CA 1960, 65000 miles, Fully restored dormobile, new interior, slow, noisey, but runs lovely, body off restoration, no rust, waxoyled, new tyres, all new unused bedding, roof material recently replaced, or best offer. £14995 Northamptonshire , tel:07973684489

ALVIS TA14 1949, 39000 miles, Show standard, fully restored in 2022, detailed chassis, bodywork, new interior, chrome etc, fully serviced and ready for thousands of miles of comfortable trouble free motoring. £13950 Northern Ireland, tel:07936036151

ASTON MARTIN DB9 VOLANTE 2006, 48000 miles, Only been for Summer use, in outstanding condition throughout having always been garaged, comes with a comprehensive service history, www.runnymedemotorcompany.com. £31500 London, tel:01753644599/07836222111

AUSTIN-HEALEY BN4 1957, 98922 miles, 1957 Austin Healey 100/6 (BN4), 98,922 miles. Exemplary car in rare striking Black finish over Colorado Red. Part of a private collection. Meticulously maintained. Rust free. Detailed history. £39895 Dorset, tel:07770750753

BENTLEY BENTAYGA W12 MULLINER 2016, 46000 miles, Finished in special order Moonbeam Silver, panoramic roof with roof rails, 21 inch 5 spoke diamond cut alloys, with full service history, massive spec, www.hanwells.net. £63950 London, tel:02085679729

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AUSTIN-HEALEY FROGEYE SPRITE 1959, 103000 miles, Complete body rebuild with new steel, resprayed Cherry Red, new tyres, chrome, hood, wiring loom, carpets, trim panels, brake parts, exhaust etc, £23,000 plus spent, offers over £16000. £16000 Fife, tel:01334828270

BENTLEY DERBY 1936, 19945 miles, Manual gearbox with overdrive, Mann Egerton body, a beautiful and striking car, in excellent condition, owned 19 years, turns heads wherever it goes, maintained and cherished, fully working. £56000 Uk, tel:07764255643

BENTLEY FLYING SPUR W12 MULLINER 2016, 46000 miles, Electric sunroof, 21 inch ten spoke alloys, interior trimmed in Linen leather, full Mulliner driving specification, full history, only 2 owners, immaculate condition throughout, www.hanwells.net. £49999 London, tel:02085679729

BENTLEY MARK VI 1952, 64000 miles, In excellent condition with detailed history, Timber frame and body restored in the 1990s, meticulously maintained, extremely reliable, 3 owners, extremely well cared for, highly original. £34995 Birmingham, tel:07785291079

BENTLEY MKVI 'LONG WING' PARK WARD DHC 1950, A Pebble Beach Concours winner in 1970's, still very tight/smart, good interior and excellent power hood, paint is showing it's age but it's remarkably sound underneath, pleasure to drive, www.realcar.co.uk. £79500 Wales, tel:01248602649

BENTLEY S3 SPORTS SALOON LHD 1963, Smartly finished in Shell over Tudor Grey, Parchment leather and excellent veneers, almost concours engine bay, sound underneath, MoT tested, pleasure to drive, www.realcar.co.uk. £43500 Wales, tel:01248602649

BMW E28 1986, 187000 miles, Requires TLC,has one rust patch on each rear doors, boot well has rust, brakes seem a bit hard but still work, only 4 owners, has been well sought after, always kept in a garage, history mainly BMW. £12750 Chesham, tel:07789405071

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CHEVROLET CORVETTE 1958, 25000 miles, Corvette C1 1958. White with red scoop. New red custom made mohair hood. Always serviced and MOT. Kept in Dehumidified garage and cherished. Please call for more details. £75000 Redditch, tel:07973135597

CITROEN 2CV 1965, 50100 miles, Very original example recommissioned by the 2CV Shop, body and paintwork by Premier Paintwork including many new parts as per original, photo ducumentation available, always garaged. £13750 Newbury, tel:07765867035

CITROEN DS 1972, 74968 miles, Very original example, family owned since 1987, always garaged, no rust, original 8-track, Webasto sunroof, 123 ignition, recent 4 Michelin tyres, powder coated wheels, drives exceptional, serviced. £18995 Essex, tel:07939909083

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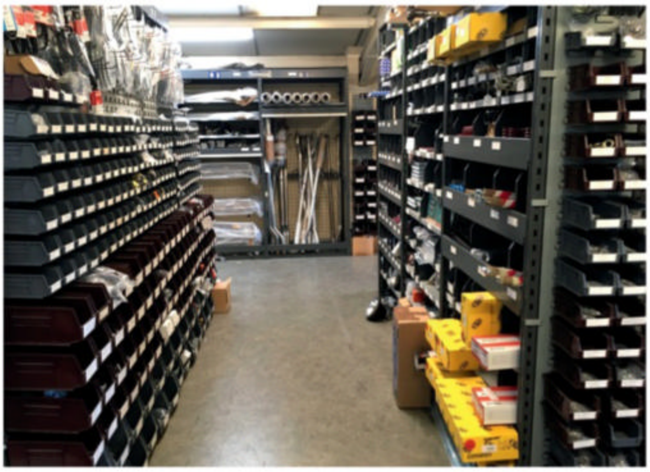

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FERRARI 400 1981, 49300 miles, Finished in Blu Ribot with Nero leather with Grey inserts, Black carpets, TRX alloys, totally complete, traceable service history from new, recent service and MoT, classic road tax, MoT/ULEZ exempt. £55950 Bristol, tel:07836700804

FORD MUSTANG 1968, 79070 miles, Previously owned by the UK Mustang club owners president for over 40 years since the early 70s, drives tight and straight, omes with wire wheels, many updates and thousands spent, works like a dream. £38750 Ipswich, tel:00447534285534

JAGUAR E-TYPE 1970, 78000 miles, Signal Red, Black leather, 78000 miles, 2 owners, 1 owner until 2024, photographic record of body/mechanical restoration plus rust proof injection, extensive history file, practical upgrades. £67500 Derbyshire, tel:07449130855

DAIMLER 250 V8 1967, 64500 miles, Engine rebuilt 1000 miles ago, new stainless steel spoke wheels, automatic, power steering, very good condition. £20000 Stoke On Trent, tel:07799885527

FERRARI MONDIAL 1988, 37800 miles, Rare, elegant, one-owner, Grigio Metallizzato, superb condition, recent major service, UK registered, selling on behalf of original owner, it's a beautifully balanced grand tourer. £57995 Hertfordshire, tel:07391985915

FORD MUSTANG 1967, 85000 miles, A true American muscle icon, recently brought out of long term dry storage with circa 2K being spent on recommissioning, small fortune has been spent on parts, fantastic looking car. £36500 Gillingham, tel:07930279795

JAGUAR E-TYPE 1964, A fine example, in Signal Red with Beige leather trim, manual 4 speed gearbox, sitting on beautiful Chrome wire wheels, comes with a large history, full stainless steel exhaust, Moss box and matching. £89000 West Sussex, tel:07711402024

DAIMLER DB17 1938, Really excellent solid rust free coachwork, very good paintwork, fully operable sunroof, Daimler Rad mascot, good chrome and tyres, runs and drives very well, large history file included. £12500 Anglesey, tel:01248717808

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FORD THUNDERBIRD 1962, 4500 miles, Beautiful American Muscle car, good history file including original manuals, highly original and factory correct, upgraded chromed rims, runs well and very smooth to drive, MoT exempt. £20000 London, tel:07960096190

JAGUAR E-TYPE SERIES 1 4.2 FHC 1965, 12205 miles, An original UK supplied example, original 4 speed gearbox was also completely rebuilt, subject of a bare metal repaint, comes with detailed history, www.runnymedemotorcompany.com. £120000 London, tel:01753644599/07836222111

DAIMLER SP250 1960, 49350 miles, Rack and Pinion steering, electric fan, alternator, telescopic rear dampers, R and E sparkplug tubes and spin on oil filter' stainless exhaust, little use in the last three years. £20000 Kent, tel:07759034161

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FORD ZEPHYR 1960, 15000 miles, 15,000 miles from new, left hand drive, automatic, amazing condition ready to drive anywhere, more pics available on request, price or nearest offer. £13000 Nottinghamshire, tel:07739775810

JAGUAR MARK 2 1961, 84000 miles, Jaguar MK2 3.8 manual with overdrive. Original UK car with matching numbers. Genuine car as built in 1961 with all original features. Bronze Poly coachwork and red leather interior. sold with MOT. £26000 Tyne And Wear, tel:07855023414

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FORD CORTINA 1970, 51000 miles, In Aubergine with Black interior and a large history file with old MoTs and receipts for parts etc, in a very good running order, for further information please get in touch. £22750 Cardiff, tel:07968229657

JAGUAR D-TYPE 1964, 4084 miles, Only 71 were ever manufactured, collectable interest, date-related" number plate and supplied with it's current V5C, comprehensive history file. £105750 Hartfield, tel:07771890835

JAGUAR MARK 2 1963, 72000 miles, Beautiful, sought after, manual with overdrive, in Opalescent Golden Sand, has the original Light Green/Duck Egg Blue leather interior, modern upgrades to keep it ever reliable, matching numbers. £21500 Devon, tel:07796380221

FERRARI 308 1978, Only 211 made, dry sump, carbs, full restoration, belt service, brake overhaul, stainless steel exhaust, engine rebuilt, monumental history, 2 sets of keys, just fabulous. £75500 Birmingham, tel:07737174200

FORD ESCORT 1980, My car has been restored, running a 2 litre Pinto engine and a 5 speed Sierra gearbox. I'm selling as I can no longer drive a manual due to lots of health problems, ono. AUD, 45000 Australia, tel:0061435818408

JAGUAR E-TYPE 1973, 92101 miles, Excellent condition, current owner for nine years, garaged and professionally maintained, huge history file, sold with new MoT - really is a super car, only being sold due to retirement. £52000 Brighton, tel:07734111003

JAGUAR MARK IV 1948, 47000 miles, A low mileage and amazingly original car with a low number of owners, matching numbers, original engine, engine has recently had extensive rebuild, car drives and performs really well. £38000 Kent, tel:07963020539

JAGUAR MARK X 1963, 90108 miles, Jaguar Heritage Trust production record trace certificate for the car, chassis, body and engine numbers all match, the exterior paint colour matches the original paint colour on the certificate. £14000 Perth And Kinross, tel:07977495511

JAGUAR MK1 1959, 100000 miles, 2 owners from new, 1 owner for over 50 years, exceptionally original, all leather and woodwork being original, engine has had thorough rebuild work and performs well, matching numbers car. £18000 Kent, tel:07963020539

JAGUAR SPECIAL 2 DOOR FHC 1989/2017, Strikingly beautiful imagining of a Jaguar that never was, superb high quality construction based on 1989 XJS 3.6 mechanicals, both a pleasure and easy to drive, www.realcar.co.uk. £75000 Wales, tel:01248602649

JAGUAR XK140 1955, 7500 miles, Fitted with overdrive. An older restoration. Headrests on seats for safety. Recent MOT. Good condition throughout. Reducing collection. £129000 Dorset, tel:07815450373

JAGUAR XK150 1959, 97565 miles, A good unmolested and unrestored example, drives and looks great, matching numbers car with Heritage certificate, I have owned for 17 years and only 2 previous owners before me, honest, usable. £42750 Norfolk.Uk, tel:07749853553

JBA FALCON 1982, 3600 miles, 2+2 seating, full leather with Green stitching to match car, in excellent condition, same registered owner last 9 years, always garaged and tax/MoT exempt but MoT 10/09/25, looks fantastic. £12750 Inverness, tel:07736360701

JENSEN HEALEY 1974, 61744 miles, In Buttercup Yellow, full 4 year documented bare metal restoration, 2 litre Lotus 907 16 valve engine and 4 speed with overdrive, very well looked after, new MoT no advisories. £16500 Angus, tel:07974976285

JENSEN INTERCEPTOR 1973, 78000 miles, Head turning beast of a 7.2 litre V8 supercar of it's day, is in fabulous condition, drives and sounds lovely, bodywork is in excellent condition, engine maintained to high standard. £49950 Essex, tel:07814161616

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LANCIA FULVIA 1975, 80000 miles, Beautiful, fitted with Dellorto 40's, new HF wheels and the chrome grille, fitted with a lovely period 'Momo' wooden steering wheel, all bodywork panels are original and rust free. £17950 Buckinghamshire, tel:07831109843

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MERCEDES-BENZ 300 1991, 77000 miles, Diamond Blue, with Cream leather upholstery and Walnut trim, 2 owners, no rust, new exhaust system and many new parts, new MoT June 18th 2025, well maintained, warm start fault. £19000 Wrexham Area, tel:07525796365

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LAND ROVER 110 1987, Use on/off road. Professionally extended Richards galvanised chassis. Electric 10k winch, ARB air lockers rear diff with ARB compressor, heavy duty BF Goodrich tyres, tent box and BBQ included. £19995 Cheshire, tel:07872452483

MERCEDES-BENZ SL-CLASS 1987, 151000 miles, The car is not perfect but in good condition. The motor and the gearbox are in very good condition. The car starts, runs, shifts and drives smoothly without any problem. There is no rust at all. EUR, 15000 Brussels, tel:0032494042123

MG A 1958, 71000 miles, Driven 600 miles since full nut and bolt restoration, Red interior, full Heritage certificate, refurbished SU carbs, fitted chrome boot rack, copious documentation/photos. £24000 South Cheshire, tel:07726215712

MG B 1966, 77000 miles, MGB Roadster 1966 Iris Blue, 77,000 miles. Total rebuild, £16,000 new parts, all receipts, restoration file and photos. Dry stored 41 years. Practical Classics "Car of the Month". Condition 1. £23000 Market Harborough, tel:07759068203

LAND ROVER 90 V8 1989, 57000 miles, Rare and collectable, it's in great condition, interior and exterior show some signs of wear which reflect in the age of vehicle, genuine factory V8, www.winchesterautobarn.com. £29950 Hampshire, tel:01962677776

MERCEDES-BENZ SL-CLASS 1987, 74000 miles, This rare low mileage 1 owner example is finished in Midnight Blue with Grey Leather, with brand new Blue Roof. Both hard and soft tops come with the car, all bills and receipts and previous MoT's. £39950 St Albans, tel:07720911911

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MG B 1972, 80000 miles, Project by MGOC mechanic. Restored shell, 2.9 litre 24V Cosworth V6, Ford 5 speed gearbox, RV8 rear axle, mohair hood, leather sports seats. Very quick! Email richardculmer@gmail.com for more info. £22000 North Yorkshire, tel:07411401451

MERCEDES-BENZ 220S PONTON CABRIOLET 1957, Superbly finished in Black with Red leather and a new hood, believed one of only 20 RHD it comes with an impressive restoration/history file, www.realcar.co.uk. £110000 Wales, tel:01248602649

MERCEDES-BENZ SL-CLASS 500 R129 1996, 95000 miles, 2+2, Tanzanite Blue, Facelift model, 5 speed, full service history, owned for 19 years, full MoT, refurbished powered soft top, full leather, memory seats, steering column etc. £15500 Somerset, tel:07488275849

MG A 1959, 3000 miles, Superbly restored, ex Californian, imported into the UK in 2009, purchased the car in 2017, The British Motor Industry Heritage Trust certificate available, garaged in carcoon. £26500 Essex, tel:07860462147

MG B ROADSTER 1970, 500 miles, Beautifully presented, covered less than 500 miles since a well documented major restoration between 2011 -2013, great exampl both mechanically and cosmetically, www.winchesterautobarn.com. £20950 Hampshire, tel:01962677776

MERCEDES-BENZ 300 1987, 112 miles, 1987 Mercedes Benz 300 SL Sports, automatic, Rosso Red, excellent condition, full history, 112k, PAS, e/windows, galvanised chassis, ownership 15 years, hard top with trolley, classic sports car. £17500 Middlesbrough, tel:07837729774

MERCEDES-BENZ SL280 PAGODA 1969, 96500 miles, In lovely condition, pleasure to drive, been subject to documented, symapthetic renovation and restoration over the years, supplied with comprehensive history, www.winchesterautobarn.com. £137500 Hampshire, tel:01962677776

MG A 1961, 4680 miles, Recently restored to a high standard. New interior and hood. Tonneau cover and side windows. Everything in working order ready to drive. £22500 Dorset, tel:07889566627

MG BGT 1974, The car is fairly standard factory V8 but paintwork needs a bit of attention. A few extras, twin 12V batteries, battery isolator, SD1 cylinder heads, K and N air filters, uprated brakes. £16000 Uk, tel:01214454889

MERCEDES-BENZ 300 1987, 74000 miles, Metallic Impala, immaculate, show condition. Full service history with recent service completed. Interior excellent condition featuring high quality materials and classic Mercedes craftsmanship. £14000 Lincolnshire, tel:07593413737

MG A 1956, 29000 miles, 1956 MGA 1496cc, fully documented restoration, condition 2. Old English White, Red original seating/trim. Excellent throughout. 29,000 miles. Owned since Jul 2015. Tel: 01948 666370, North Shropshire. £28450 North Shropshire, tel:01948666370

MG A 1958, 37000 miles, Restored to a great standard and little use since, beautiful condition, leather seats, new carpets, poly bushes all round, anti roll bar, engine refurbished and head changed for unleaded. £22995 Kent, tel:01843845940

MG BGT 1973, 4000 miles, Beautifully presented, not your average, Webasto sunroof for Summer, Type 9 5 speed gearbox and Hoyle front and rear suspension, build cost would be around £60k today, huge history file. £22000 East Sussex, tel:07870165058

MG MIDGET 1971, 75000 miles, Was a rusted hulk when I purchased it over 10 years ago, alloy radiator, gearbox is BMW E36 5 speed, alloy racing seats, MoT and tax exempt, great hill climb car. £12750 North Hertfordshire , tel:07709707219

MG RV8 GT 45000 miles, Stunning rare conversion, massive history file, car has RV8 engine, transmission and interior, all carefully maintained and in excellent condition, 4 new Avon tyres, EZ power steering, Spax dampers. £27000 Somerset, tel:07733393484

MG TC 1949, 24500 miles, Totally restored, 28 years by Rolls-Royce aero engineer, privately owned, too much work to list, in superb condition and in regular use, has never broken down, real head turner. £29500 North Gloucestershire, tel:01531820887

MG TC 1947, 16049 miles, An older 1980s-1990s restoration in Red with Beige interior, hood and tonneau cover, many parts replaced, new battery last year, lots of documentation, not concours but looks good and runs very well. £22500 Worcestershire, tel:07719377012

MG Y TYPE 1951, 28 miles, Recently rebuilt XPAG engine in stage 2 tune, ergonomic and cosmetic improvements, goes and handles really well, great fun on road or track, in great condition, gets alot of attention. £14950 Derbyshire , tel:07836645492

MINI 1275 GT 1976, 32072 miles, Bluebell is a beautiful little car in Cosmic Blue, 3 owners, low mileage 32072, with MoTs to prove mileage. Good original condition inside and out. Always garaged. Service history. £19500 Gloucestershire, tel:07973732912

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PACKARD 626 1929, Project, rebuilt chassis, new tyres, stainless spokes, springs, brakes, RHD or LHD parts included, two straight eight engines, either LHD or RHD gearboxes. £18000 Doncaster, tel:07866585311

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1975 TRIUMPH STAG Man/O 68,000 miles, full service history, fully restored 20 years ago, just had new roof and stainless bumpers fitted, a good solid car – sold by us 15 years ago..........**£18,995**

LOTUS ELAN SE Black Badge, superb driving car, any inspection welcomed..... ....**£29,995**

1973 VW T2 DEVON CAMPERVAN Last owner for 40 years, always kept in garage, large history file, superb condition **£16,995**

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1976 FORD ESCORT MKII RS 2000. Recreation car. 5 Link rear end with Mustang 9 bolt rear axle 2 litre Pinto with Twin Downdrafts. Shell is superb condition was being built for hill climbing runs and drives – NO Offers **£16,995**

1979 ASTON MARTIN LAGONDA. 40,000 miles, last owner for 35 years! UK supplied car. Right hand drive, superb car kept in heated garage..........**£64,500**

2003 MERCEDES BENZ 350 SL 87,000 miles, full service history, cruise control, Sat Nav, Air con, Full leather ...**£5,995**

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PIPER P2 1976, 20000 miles, Comprehensively restored in 1997, mechanical improvements, interior was refurbished with the seats with cloth inserts, coveted by the owner, complete history of servicing. Has a CD radio. £30000 Surrey, tel:07769866940

ROLLS-ROYCE SILVER CLOUD MK111 1963, 75000 miles, London Tan leather and hasn't been molested, presenting a beautiful patinated appearance, 4 owners from new and with a large history file dating back to 1971, www.hanwells.net. £53500 London, tel:02085679729

TRIUMPH STAG 1972, Original Triumph engine, very good condition, only 5 previous owners, tax free, original mileage, currently owned 20 years, full service history, all invoices for all works carried out. £13999 Uk, tel:07551999096

TRIUMPH TR4 1962, In powder Blue with Blue Mohair soft top. Rust free and all original panels with full respect and mechanical rebuild, unleaded conversion, new wire wheels, tyres etc. VGC. A truly excellent car. ONO. £23500 West Midlands, tel:07593424385

PORSCHE 928 S4 1989, 121000 miles, Very well-kept example with a thick well documented service record, excellent mechanical condition, interior has been particularly well kept, very attractive, www.runnymedemotorcompany.com. £21950 London, tel:01753644599/07836222111

ROLLS-ROYCE SILVER WRAITH 1980, 58000 miles, Extremely rare car, believed to be one of only 150 produced for the UK market, comes with lots of history, bodywork is immaculate and must be seen, www.hanwells.net. £37950 London, tel:02085679729

TRIUMPH STAG 1976, 99590 miles, Triumph Stag automatic, lovely condition, same owner last 6 years, current MOT, service record, very reliable, no rust only used dry days. £14995 Portsmouth, tel:02392821156

TRIUMPH TR4 1964, 74980 miles, Well sorted, rust free, driver-friendly car, it has many desirable performance and safety modifications to engine, brakes and suspension and driver controls, Surrey top and hard top. £28500 Gwynedd, tel:07720295319

ROLLS-ROYCE 20/25 1936, 11525 miles, Total of 5 previous owners, comes with a current V5c Document, Brown leather interior, Beige interior roof with walnut dashboard, some tools, very good condition under the bonnet, runs well. £49995 Somerset, tel:07774573030

ROVER 95 1963, 98500 miles, Finished in Black with Stone interior, original features incl steel sun roof and Restall Masterfit bucket seats, brakes have recently been overhauled with all major componants replaced. £7500 Leics, tel:01858565867

TRIUMPH TR2 1955, 250 miles, 1955 TR2, excellent condition, has only covered approx. 250 miles since a full nut and bolt restoration. Numerous upgrades and improvements, thousands spent. British registered, original logbook. £21500 Teesside, tel:07311652683

TRIUMPH TR4A 1969, Older restoration, recent new wings, all new chrome work, new wires and tyres, Surrey top, new centre section, overdrive, luggage rack, large history file, great driver, quick sale. £23760 Uk, tel:07737174200

ROLLS-ROYCE 20/25 1932, Coachbuilder "Windovers" Ivory with Gold coachwork lines, Fawn interior with a Fawn leather roof, new water pump, comes with some spares including new tyres, over 20 years as a Wedding car. £38000 Kent, tel:07989168996

TRIUMPH DOLOMITE 1977, Manual - overdrive, White with Black interior, show condition, MoT and tax exempt, totally restored throughout, too many new parts to list, serious enquiries only please, no offers or P/X's. £15750 Lancashire, tel:07796913292

TRIUMPH TR2 1954, Pearl White with Red leather seats and trim, Black mohair hood, full mechanical rebuild and excellent body work. New wire wheels, tyres etc. Original RHD car, any inspection welcome, ONO. £18500 West Midlands, tel:07593424385

TRIUMPH TR6 1969, 84000 miles, Triumph TR6 2.5 Pi, Jasmine Cream body. Owned for 3 years, completed retirement project, ex Triumph mechanic. Very good condition. Will consider MkI or II Mini Cooper S project in p/ex. £18500 Staffordshire, tel:07512297552

ROLLS-ROYCE 20/25 THRUPP AND MABERLY 3 POSITION DHC 1935, Finished in Dark Blue with matching hood and a lovely Tan Leather interior, very elegant, highly desirable and driving very nicely, www.realcar.co.uk. £95000 Wales, tel:01248602649

TRIUMPH GT6 1972, 105300 miles, My late father's most prized possession, restored and well maintained, a sad sale of a very tidy and lovely little car, factory fitted extras include seatbelts and folding sunroof. £16000 West Sussex, tel:07761185744

TRIUMPH TR3A 1960, 12752 miles, 1960 TR3A. Current owner for 14 years. Restored over 80's and 90's and registered again in 1997. Well maintained by current owner with many upgrades and improvements. MoT until 12/09/25. £22000 Somerset, tel:07899790713

TRIUMPH TR6 1972, 64000 miles, An original UK car, in good condition with MX5 seats, exempt from MoT and road tax, as new carpets, good Mohair hood, new Dunlop tyres on Wolfrace wheels, MoT certificates from 1984, owned since 1995. £13000 Hertfordshire, tel:07962814266

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TRIUMPH RENOWN 1954, Body off restoration, ash timbers renewed, new wiring loom and headlining, chassis repainted and waxoyled, runs on unleaded, many new parts and rechroming, Red leather interior. £15000 Essex, tel:07983879424

TRIUMPH TR3A 1959, 8400 miles, After 9 year total restoration, 8400 miles since, TR international car of the year 2014. Powder Blue with Works hardtop, Navy Aldridge leather seats, re-chromed, sets of wire and steel wheels. £25000 Berwickshire, tel:07432642658

TRIUMPH TR6 1974, 98176 miles, Purchased 6 years ago and I am the tenth owner, subject of an older restoration and engine replacement, fantastic car which presents very well, many parts replaced or upgraded, MoT to 25/09/25. £20995 Ise Of Wight, tel:07932462921

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TRIUMPH TR6 1970, 45000 miles, Triumph TR6, 1970, Heritage certificate, full rebuild with pictures, all bills for parts and body, new mohair hood, tyres, tank, owned 31 years. £14000 Manchester, tel:01619508974

VOLKSWAGEN CAMPERVAN 1968, 15785 miles, Lovely, 1600 aircooled, 9 keepers, owned since 2013, lots spent, serviced by VolksTech, Morecambe, really nice usable example, recent paintwork, re-covered Cream Vinyl seats and rock 'n' roll bed. £25000 Lancashire, tel:07977000067

VOLKSWAGEN CAMPERVAN 1972, 100000 miles, Reluctantly selling my beloved camper of 19 years due to a recent property purchase, I've invested significantly in it's upkeep and restoration, does not have a valid MoT. £26000 Surrey, tel:07905831987

VOLKSWAGEN KARMANN 1968, 50000 miles, This car has been extensively refurbished, including a bare metal respray, many new parts, hood is in very good condition, the interior is excellent, a real head turner. £19750 Guildford , tel:07956254522

VOLKSWAGEN CAMPERVAN 1966, Rare sliding door, splitscreen, 1500cc, complete renovation, gearbox, storage box, wiring, interior, brake systems, ex metal, good number plate, MoT, no miles, owned 25 years, price ono. £24500 Leics, tel:01162703965

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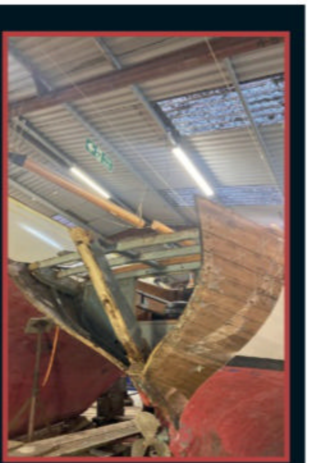

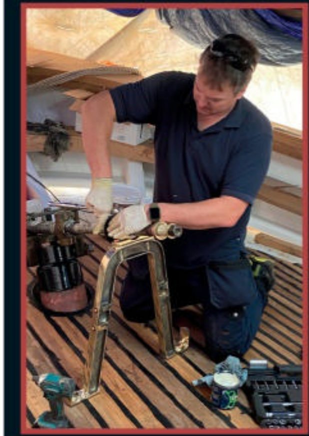

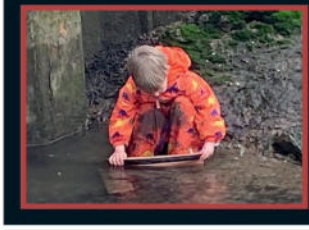

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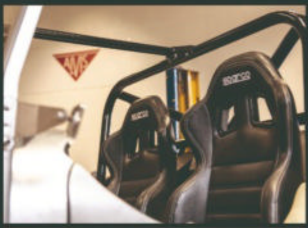

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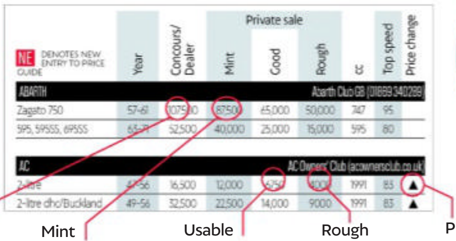
Price Guide

Our quarterly guide brings you freshly updated prices for 1400-plus classics

WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, and scour auction results to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

USING THE GUIDE



Concours/ Dealer
If you can afford it, do it. This is what to pay for a top-notch example; also a good guide to concours value

Mint
Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

Usable
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough
In reality a project car in need of much care and expense, even though it may still run and drive

Price change
At-a-glance indicator showing the market trend of the latest updates

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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ABARTH Abarth Club GB (01869 340289)								
Zagato 750	57-61	92,500	62,500	47,500	37,500	747	95	
595, 595SS, 695SS	63-71	53,000	42,000	25,000	14,500	595	80	▼
AC AC Owners' Club (acownersclub.co.uk)								
2-litre	47-56	16,500	12,000	6750	4000	1991	83	
2-litre dhc/Buckland	49-56	32,500	22,500	12,500	7500	1991	83	
Ace (AC engine)	54-63	265,000	200,000	150,000	100,000	1991	102	
Ace-Bristol/-Ford	56-63	290,000	230,000	170,000	110,000	1971	118	
Aceca-AC	54-63	115,000	88,000	66,500	46,500	1991	104	
Aceca-Bristol	56-63	150,000	110,000	77,500	50,000	1971	128	
Greyhound	59-63	74,000	56,000	36,000	21,000	1971	107	▼
Cobra MkI/MkII/289	62-69	950,000	750,000	575,000	475,000	4727	138	
Cobra 427	65-67	1.1m	900,000	700,000	575,000	6998	145	
428 cpe	67-73	160,000	120,000	80,000	55,000	7014	143	
428 con	67-73	200,000	150,000	100,000	70,000	7014	143	
3000 ME	79-84	22,500	15,000	8500	5000	2994	125	
Cobra MkIV	83-92	110,000	90,000	65,000	45,000	4942	134	
Ace Brooklands	93-00	26,500	21,500	16,000	8500	4942	140	
ALFA ROMEO Alfa Romeo Owners' Club (01787 249285)								
6C 1750 GS Zagato	30-33	1.85m	1.35m	1.1m	950,000	1754	95	▼
6C 2300 Touring	33-37	1.1m	900,000	700,000	450,000	2309	94	▼
1900C Sprint	51-55	200,000	160,000	107,500	70,000	1884	112	
1900C Super Sprint	55-58	220,000	175,000	115,000	75,000	1975	112	
Giulietta berlina	55-62	18,000	13,000	6750	3500	1290	90	
Giulietta ti	57-64	24,000	17,500	8250	4000	1290	103	
Giulietta/Giulia Sprint	55-64	56,500	42,000	25,000	15,000	1290	110	
Giulietta/Giulia Spider	55-65	72,500	50,000	30,000	17,500	1570	108	
Giulietta, Giulia SS	57-66	92,500	70,000	49,000	32,000	1570	120	
2000/2600 Spider	58-65	105,000	75,000	47,500	22,500	2584	124	▼
2600 Sprint	62-66	36,500	26,500	16,000	8000	2584	125	
SZ-1	60-62	400,000	325,000	250,000	195,000	1290	120	
TZ-1	63-65	950,000	850,000	740,000	625,000	1570	124	
Giulia Ti/Super	62-74	25,000	18,000	8500	4250	1570	105	
1750/2000 Berlina	68-76	15,000	10,000	4500	2000	1962	115	
Giulia Sprint GT/Vel.	63-68	42,000	30,000	18,500	10,000	1570	112	▼
Giulia GTA 1300/1600	65-71	260,000	205,000	160,000	110,000	1570	115	
GT Junior	66-77	33,000	24,500	13,000	6000	1570	115	
1750GTV	67-72	44,000	33.000	16,000	7500	1962	118	
2000GTV	71-77	42,500	32,000	15,000	6500	1962	118	
1300/1600 Junior Z	70-75	45,000	35,000	18,000	10,000	1290	110	
Duetto/1750 r,tail	66-69	50,000	36,000	22,000	11,000	1570	113	
Spider S2	69-82	26,500	17,000	8000	3000	1962	119	▼
Spider S3	82-89	13,000	8250	3600	1650	1962	114	
Spider S4	89-93	15,250	10,500	5000	2400	1962	114	
Montreal	70-77	67,500	47,500	30,000	20,000	2593	132	▼
Alfasud/Alfasud Ti	72-83	10,000	7000	3000	1100	1286	103	
Alfasud Sprint	76-90	12,000	8750	3750	1350	1490	104	▲
GTV 2000	76-87	17,000	11,500	5250	2000	1962	118	
GTV6	81-87	24,000	15,500	7000	2850	2492	130	
75 sal	86-92	10,750	7750	3000	1400	2959	135	
164 2.0 TS	88-98	6750	4750	2000	900	1962	130	
164 3.0 V6	88-98	9750	6500	2500	1200	2959	147	
SZ/RZ	89-94	62,000	48,500	32,500	22,500	2959	153	
155	92-97	6500	4000	2000	1000	2498	140	
Spider 2.0 TS	96-02	5400	3500	1500	600	1970	131	
GTV 2.0 TS	96-02	3750	2250	1000	400	1970	134	
GTV 3.0 V6	98-02	6500	4000	1600	650	2959	148	
GTV V6 Cup	01-02	15,000	11,000	5500	2750	2959	148	
166	98-07	5950	3950	1750	750	2959	144	
147 GTA	03-04	12,000	9250	6000	4000	3179	150	
ALLARD								
K1	46-50	80,000	60,000	36,000	25,000	3622	100	▼
K2	50-53	90,000	72,500	54,000	35,000	3917	102	▼
K3	52-54	100,000	80,000	60,000	42,000	4375	96	▼
L/M	46-53	47,500	32,500	20,000	13,500	3622	86	
P	49-52	43,000	30,000	17,000	10,000	3622	90	▼
J2/J2X	50-54	290,000	205,000	135,000	90,000	4375	130	
ALPINE-RENAULT Club Alpine-Renault (clubalpinerenault.org.uk)								
A110	65-77	80,000	60,000	37,500	27,500	1565	115	
A310 1600	74-77	30,000	21,000	15,000	9500	1605	130	
A310 V6	77-86	34,000	24,000	16,500	10,500	2664	137	
GTA	85-91	16,000	12,000	6500	2750	2849	139	
GTA Turbo	85-91	18,500	14,000	8000	3400	2458	149	
ALVIS Alvis Owner Club (alvisoc.org); Alvis Register (alvisregister.co.uk)								
Speed 20 Tourer	32-36	125,000	100,000	70,000	50,000	2762	90	▼
Speed 25 Tourer	37-40	160,000	125,000	85,000	60,000	3571	85	▼
4.3 Litre Tourer	37-39	155,000	120,000	82,500	60,000	4387	100	▼
TA14	46-50	16,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,000	24,000	13,500	6750	1892	72	
TA21/TC21	50-54	20,000	15,000	9500	4750	2993	95	
TA21/TC21 con	50-53	54,000	32,000	17,500	10,000	2993	95	
TC21/100	53-55	30,000	20,000	11,500	5750	2993	100	
TC21/100 con	53-55	58,000	37,500	19,000	12,500	2993	100	
TD21	56-63	30,500	22,500	12,500	6500	2993	104	
TD21 convertible	56-63	76,000	52,000	30,000	17,000	2993	102	▼
TE/TF21	63-67	39,000	28,000	17,000	10,000	2993	110	▼
TE/TF convertible	63-67	90,000	65,000	42,000	25,000	2993	107	
AMPHICAR IAOC (amphicar.com)								
770	61-65	65,000	45,000	26,500	16,000	1147	70	
ARMSTRONG SIDDELEY Armstrong Siddeley Owners' Club (01225 723809)								
Lancaster	46-52	13,000	9000	4500	2250	1991	70	
Hurricane dhc	46-53	21,000	14,000	8000	5000	1991	70	
Typhoon coupé	46-50	15,500	10,500	6750	4000	1991	70	
Whitley	50-53	14,500	9500	4750	2500	2309	85	
Sapphire	53-59	16,400	12,750	6250	3250	3435	100	
Star Sapphire	58-60	20,000	15,000	7000	3500	3990	104	
ASTON MARTIN Aston Martin Owners' Club (01865 400400)								
DB2	50-53	200,000	165,000	100,000	57,500	2580	110	
DB2 con	51-53	315,000	250,000	170,000	105,000	2580	109	
DB2/4 MkI/II	53-57	170,000	120,000	80,000	49,000	2580	120	
DB2/4 con	53-57	280,000	210,000	155,000	97,500	2580	120	
DB3S	53-56	5.1m	4.75m	4.25m	3.8m	2922	145	▼
DB MkIII	57-59	200,000	145,000	100,000	55,000	2922	120	
DB MkIII con	57-59	310,000	250,000	180,000	135,000	2922	120	
DB4	58-63	390,000	320,000	240,000	175,000	3670	141	
DB4 Vantage	61-63	450,000	375,000	310,000	240,000	3670	149	
DB4 con	61-63	700,000	600,000	500,000	425,000	3670	140	
DB4 GT	60-63	1.9m	1.7m	1.4m	1.15m	3670	155	▼
DB4 GT Zagato	60-63	8m	7.4m	6.75m	6.25m	3670	154	
DB5	63-65	625,000	525,000	375,000	275,000	3995	143	
DB5 con	63-66	1.2m	1m	650,000	490,000	3995	141	
DB6	65-70	255,000	205,000	150,000	100,000	3995	140	
DB6 Vantage	66-69	335,000	265,000	185,000	130,000	3995	148	
DB6 Volante	66-70	625,000	500,000	400,000	325,000	3995	145	
DBS 6/V8	67-73	100,000	70,000	44,000	22,500	5340	162	
DBS 6 Vantage	72-73	116,000	88,500	55,000	35,000	3995	149	
V8	72-90	95,000	70,000	46,000	26,500	5340	147	
V8 Vantage	77-89	250,000	200,000	150,000	95,000	5340	168	
V8 Volante	78-90	175,000	130,000	82,500	47,500	5340	130	
V8 Vantage Volante	86-89	240,000	190,000	125,000	70,000	5340	162	
Zagato	86-87	225,000	175,000	120,000	80,000	5340	180	
Virage	89-96	47,500	35,000	19,500	10,000	5340	158	
Virage Volante	92-96	67,500	47,500	32,500	22,000	5340	157	
V8 Vantage	93-00	180,000	145,000	100,000	70,000	5340	186	
V8 Coupé	96-99	62,500	50,000	34,000	25,000	5340	155	
Vantage V600	98-00	230,000	185,000	140,000	90,000	5340	200	
DB7	94-99	22,500	17,500	11,250	6750	3239	157	▼
DB7 Volante	96-99	27,000	21,500	15,000	10,000	3239	155	▼
DB7 Vantage	99-03	25,000	19,750	13,000	7250	5935	185	▼
DB7 Vantage Volante	99-03	28,000	22,000	16,000	10,500	5935	165	▼
DB7 GT/GTA	02-03	40,000	30,000	20,000	16,500	5935	185	▼
DB7 Zagato	03	220,000	175,000	130,000	n/a	5935	190	
Vanquish	01-04	44,000	37,500	32,000	26,500	5935	190	▼
DB9	04-08	32,500	26,500	17,500	11,250	5935	186	
V8 Vantage 4.3	05-08	30,000	25,000	18,000	13,500	4280	175	▼
AUDI Audi Owners' Club (audiownersclub.com)								
100 1.8/1.9 sal	68-76	8000	5750	2750	1250	1871	109	
100S Coupé	69-76	19,500	15,000	7500	3750	1871	112	
Quattro turbo	80-89	50,000	36,500	22,000	12,000	2144	135	
Quattro 20V	89-91	80,000	60,000	37,500	22,000	2226	142	
Quattro Sport	84-85	400,000	320,000	240,000	n/a	2133	154	
Coupé Quattro	84-88	14,500	10,750	5000	2000	2226	125	
RS2 Avant	94-95	60,000	45,000	33,000	20,000	2226	162	
Quattro S2	90-96	19,500	13,500	7000	3600	2226	147	
TT	98-06	5750	4250	1500	550	1781	145	
S3 Quattro	99-03	7000	5200	2500	1300	1781	148	
S4 Quattro	98-02	8000	6000	3500	2500	2771	153	
AUSTIN pwa7c.co.uk; austincounties.org.uk; britishminiclub.co.uk								
Seven saloon	30-34	10,000	8000	4650	2500	747	50	
Seven Chummy	25-34	20,000	16,000	9750	5500	747	50	
Seven 65/Nippy	33-37	25,000	18,500	10,500	6750	747	60	
Seven Ruby saloon	34-39	9000	7000	4000	2000	747	53	
A40 Devon/Dorset	47-52	8000	5400	2400	1200	1200	76	▼
A90 Atlantic con	49-50	27,000	17,000	10,500	5500	2660	92	
A90 Atlantic coupé	50-52	18,000	13,000	8000	3850	2660	92	
A40 Sports	50-53	17,500	12,500	6750	4000	1200	80	
A40 Somerset	52-54	6500	4400	2000	1000	1200	72	
Metropolitan	54-61	16,000	11,000	5500	2500	1489	78	
A30/A35	51-59	8000	5500	2400	1000	948	75	
A40, A50, A55	53-59	7000	4850	2250	1100	1200	70	
A55/A60 Cambridge	59-69	8000	5500	2400	1100	1622	78	
A90, A95, A105	54-59	10,000	7250	3000	1400	2639	91	▼
A40 Farina	58-67	7000	5000	2000	800	1098	82	
A99/A110	59-68	10,500	7250	3300	1400	2912	102	▼

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
1100/1300	63-74	5000	3250	1400	700	1098	85	
1300GT	69-74	9500	6750	3000	1400	1275	96	▼
3-litre	68-71	9500	6500	3000	1600	2912	106	▼
1800/2200	64-75	7500	4500	2000	900	1798	96	
Maxi	69-79	5500	3700	1600	750	1748	101	
Allegro 1100-1500	73-82	3400	2400	1150	550	1275	87	
Allegro 1750/Sport TC	73-75	4500	3400	1750	850	1748	104	
Seven/Mini MkI	59	25,000	20,000	15,000	12,000	848	71	▼
Mini MkI	60-67	16,000	11,500	6000	3400	848	71	
Mini MkII	67-69	12,000	8500	4250	1950	998	79	
Mini MkIII-V	70-90	8750	6500	3500	1400	998	82	
Mini Cooper 997/998	61-69	27,500	19,500	11,000	6000	998	90	
Mini Cooper 1071S	63-64	39,500	30,000	20,000	14,000	1071	95	
Mini Cooper 970S	64-65	42,500	32,000	21,000	14,500	970	82	
Mini Cooper 1275S	64-67	39,000	29,500	19,500	13,500	1275	96	
Mini C'r 1275S MkII/III	67-71	33,000	23,500	14,500	9500	1275	96	
Mini Moke	64-85	23,000	15,000	7750	4250	998	70	
Mini 1275GT	69-80	19,000	13,500	6250	2650	1275	89	
Mini Clubman	70-80	7500	5000	2500	1250	1098	82	
AUSTIN-HEALEY	Austin-Healey Club (austin-healeyclub.com)							
100 BN1/2	53-56	60,000	42,000	27,000	18,500	2660	103	▼
100M	55-56	105,000	85,000	60,000	40,000	2660	109	▼
100S	55	550,000	460,000	385,000	330,000	2660	119	▼
100/6 BN4/6	56-59	54,000	36,500	21,000	13,000	2639	105	▼
3000 MkI	59-61	52,500	38,500	23,500	13,500	2912	112	
3000 MkII	61-64	62,000	42,000	26,500	17,000	2912	117	
3000 MkIII	64-68	65,000	44,000	28,500	18,000	2912	121	
'Frogeye' Sprite MkI	58-61	19,250	13,250	7250	4000	948	82	▼
Sprite MkII	61-64	13,250	9000	4250	1900	948	86	
Sprite MkIII	64-66	12,500	8000	3750	1700	1098	90	
Sprite MkIV	66-71	12,000	8000	3500	1350	1275	96	
AUTOBIANCHI	(autobianchiregister.com)							
Bianchina Trans/Cab	57-68	24,500	19,000	13,000	7000	499	68	
BENTLEY	Bentley Drivers' Club (01295 738886)							
3-litre Tourer	22-25	375,000	265,000	190,000	127,500	2996	80	
4.5-litre Tourer	27-31	875,000	675,000	500,000	365,000	4398	92	
6.5 Litre Speed Six	28-30	1.9m	1.6m	1.3m	1.1m	6597	86	
4.5 Litre 'Blower'	29-31	11.25m	7.85m	4.6m	2.75m	4398	98	
8 Litre	29-31	1.3m	975,000	675,000	475,000	7982	101	
Derby 3.5 Park Ward	33-37	105,000	72,500	39,500	19,000	3669	91	
Derby 3.5 coachbuilt	33-37	185,000	127,500	60,000	32,500	3669	91	
Derby 4.25 PW	36-39	115,000	80,000	42,000	22,000	4257	96	
Derby 4.25 coachbuilt	36-39	210,000	140,000	65,000	35,000	4257	96	
MkVI 4.3/4.6-litre	46-52	37,500	26,500	13,000	6000	4566	100	▼
MkVI con	51-52	115,000	92,000	45,000	27,500	4566	100	
R-type saloon	52-55	42,500	29,500	16,500	8000	4566	106	
Coachbuilt con	52-55	147,500	115,000	60,000	30,000	4566	106	
R-type Continental	52-55	700,000	560,000	440,000	300,000	4566	115	
S1 saloon	55-59	37,500	26,500	14,000	6750	4887	101	▼
S1 Cont Mulliner	55-59	365,000	260,000	175,000	135,000	4887	115	▼
S1 Cont PW coupé	55-59	275,000	195,000	130,000	100,000	4887	114	▼
S1 Cont P Ward con	55-59	575,000	390,000	265,000	195,000	4887	114	▼
S2 saloon	59-62	45,000	30,000	15,000	7000	4887	101	
S2 Cont Mulliner	59-62	250,000	175,000	105,000	70,000	6230	115	
S2 Park Ward con	59-62	315,000	210,000	125,000	72,500	6230	115	
S2 Flying Spur 4dr	59-62	167,500	130,000	67,500	48,500	6230	120	
S3 saloon	62-65	52,500	36,000	19,000	9000	6230	116	
S3 MPW 2dr coupé	62-65	220,000	150,000	80,000	45,000	6230	120	
S3 MPW con	62-65	250,000	170,000	110,000	65,000	6230	116	
S3 Flying Spur 4dr	62-65	170,000	120,000	73,500	48,500	6230	118	
T1 saloon	65-76	20,500	14,250	6500	2500	6750	120	
T2 saloon	77-80	18,000	13,500	6000	2250	6750	120	
MPW/Corniche cpé	66-80	50,000	34,000	18,000	9000	6750	120	▲
MPW/Corniche conv	67-85	70,000	49,500	27,000	16,500	6750	118	
Mulsanne/Eight	80-92	13,000	10,000	4750	2000	6750	119	
Mulsanne Turbo	82-86	14,000	10,500	5000	2250	6750	135	
Turbo R/RL	85-97	16,000	11,500	5500	2200	6750	135	▼
Turbo RT	95-97	22,000	15,500	10,000	5000	6750	152	
Continental con	84-94	75,000	57,500	37,500	22,500	6750	140	▼
Continental R	91-02	38,500	32,500	22,500	17,000	6750	151	
Continental T	96-02	62,500	52,500	36,000	29,000	6750	175	
Brooklands	92-98	15,750	11,200	7500	4400	6750	140	▲
Azure	95-03	55,000	44,000	36,000	27,000	6750	150	
BERKELEY	Berkeley Enthusiasts' Club (berkeleycarclub.com)							
Sports SA322/SE328	56-58	9000	6250	3650	2400	328	65	
Sports SE492	58-59	12,000	7000	3750	2500	492	80	
B95/B105	59-61	12,500	7500	4250	2750	692	90	
T60 3-wheeler	59-61	8250	6000	3600	2000	328	60	
BIZZARRINI	(isobizclub.com)							
5300GT Strada	65-69	850,000	625,000	495,000	350,000	5354	165	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
BMW	BMW Car Club (01970 267989)							
328 roadster	36-39	650,000	510,000	420,000	325,000	1971	100	▼
503 coupé	56-59	175,000	130,000	85,000	60,000	3168	115	
507	56-59	2.2m	1.8m	1.5m	1.3m	3168	135	
Isetta 250/300	55-65	20,000	14,000	9000	5000	298	60	
600	58-59	30,000	23,000	16,500	10,000	585	65	
2000/ti lux/tii	66-72	15,000	11,000	5000	2400	1990	105	
1600/1602/1502	66-77	17,500	12,500	5500	2500	1573	100	
2002/Touring	68-75	20,000	145,000	6750	2750	1990	112	
2002 cabrio/targa	71-74	38,000	26,000	15,000	6400	1990	110	▼
2002tii	71-75	37,500	26,000	14,000	6250	1990	120	
2002 turbo	73-74	110,000	87,500	55,000	36,500	1990	130	
2800CS/CSA	69-71	24,000	16,500	9750	5000	2788	120	
2500/2800/3.0/3.3	69-77	14,000	9250	4250	2000	2494	110	
3.0CS/CSi	71-75	57,500	37,500	20,000	12,500	2985	130	
3.0CSL	72-75	145,000	105,000	70,000	45,000	3003	134	▲
3.0CSL 'Batmobile'	72-75	300,000	210,000	160,000	100,000	3153	138	▼
633/628CSi	76-87	18,500	11,000	5000	2000	3210	132	
635CSi	78-89	26,000	17,000	8000	3500	3453	140	
M635CSi	85-89	44,000	32,500	16,500	7500	3453	158	
M1	79-80	440,000	340,000	275,000	200,000	3453	162	▲
3 Series (E21)	75-83	11,500	9000	4000	1650	1990	120	
323i (E21)	77-82	15,000	10,500	5000	2000	2315	126	
320/325 Baur cabrio	81-85	14,000	10,000	4500	2000	2495	135	
5 Series (E12)	75-81	11,750	8250	4000	1900	2788	133	
M535i (E12)	80-81	27,500	20,000	11,000	5250	3453	139	
5 Series (E28)	81-87	11,250	8000	3850	1850	2788	146	
M535i (E28)	85-87	19,500	13,500	6250	3000	3453	152	
M5 (E28)	85-88	50,000	35,000	20,000	12,000	3420	152	
5 Series (E34)	88-95	7500	5250	2500	1250	3982	149	▲
M5 (E34)	88-95	28,500	20,000	10,000	5000	3535	155	
M5 (E39)	98-04	28,000	19,000	10,000	5750	4941	155	
3 Series sal (E30)	82-91	9000	6400	2850	1250	1990	123	▲
325i sal (E30)	85-91	13,000	9000	4000	1650	2494	130	
325i Sport (E30)	89-91	26,000	20,000	12,000	6500	2494	133	
3 Series (E30) conv	86-93	16,000	11,000	5000	1750	2494	130	
M3 (E30)	86-90	67,500	52,500	37,500	26,500	2302	143	
M3 Evo II (E30)	88	89,000	72,500	50,000	34,000	2302	143	
Z1	86-91	42,000	32,000	18,000	11,000	2494	140	
840/850 coupé	90-99	20,000	13,000	5250	2500	4941	155	
850CSi	92-96	49,500	40,000	30,000	20,000	5576	155	
M3/Evo (E36)	92-99	23,000	17,000	9000	5250	3201	155	
Z3 4-cyl	96-01	3750	2600	1250	525	1895	127	
Z3 6-cyl	96-02	6000	4200	1900	975	2793	139	▲
Z3M Roadster	98-02	19,000	14,500	9250	6400	3201	155	
Z3M Coupe	98-02	33,000	24,000	16,500	9500	3201	159	
Z8	00-03	165,000	135,000	110,000	85,000	4941	155	
M3 (E46)	01-06	29,500	22,000	12,000	6000	3246	155	
M3 CSL (E46)	03-05	72,500	52,500	32,500	21,000	3246	155	▲
Z4M	06-08	17,250	15,000	12,250	10,000	3246	155	
BOND	Bond Owners' Club (bondownersclub.co.uk)							
Minicar MkA-G	48-65	6250	4750	2250	1000	250	55	
GT2+2/4S	63-70	7000	4850	2200	1100	1147	83	
Equipe GT	67-70	7750	5400	2000	1000	1998	100	
Bug	70-74	14,000	9000	5000	2500	701	75	▼
BORGWARD	Borgward Drivers' Club (07788 973884)							
Isabella TS	54-61	12,500	8000	4250	2000	1493	93	
Isabella coupé	55-61	26,500	17,500	10,500	5250	1493	98	
BRISTOL	Bristol Owners' Club (boc.net); Owners & Drivers Assn (bristoloda.org)							
400	47-50	70,000	46,000	25,000	16,000	1971	92	▼
401, 403	49-55	60,000	45,000	24,500	15,000	1971	94	
Arnolt-Bristol	54-61	260,000	220,000	165,000	110,000	1971	109	
404	54-55	72,500	52,500	35,000	22,000	1971	110	
405 saloon	54-56	52,000	35,000	20,000	10,000	1971	94	
405 con	55	150,000	110,000	60,000	40,000	1971	100	
406	58-61	45,000	31,000	16,000	9000	2216	104	
407, 408, 409	62-69	47,500	34,000	17,500	9250	5130	122	
410, 411	69-76	56,000	39,000	20,000	10,500	5900	140	
412, Beaufighter	76-93	38,500	28,000	16,500	10,000	5900	150	
603, Britannia,Brig.	76-94	36,500	25,750	16,000	8250	5900	150	
BUGATTI	Bugatti Owners' Club (01242 673136)							
Type 57 Galibier sal	34-39	325,000	250,000	185,000	130,000	3257	95	
Type 57 Ventoux 2dr	34-39	575,000	375,000	275,000	175,000	3257	95	
Type 57 Stelvio con	34-39	600,000	395,000	285,000	195,000	3257	96	
Type 57 Atalante cpe	35-38	2m	1.4m	1m	650,000	3257	100	
Type 57S Atalante cpe	36-38	6.2m	5.75m	5.1m	4.5m	3257	115	▼
EB110	92-95	1.1m	875,000	675,000	500,000	3499	209	▲
Veyron	05-11	1.4m	1.4m	900,000	795,000	7993	253	▲
CATERHAM	Lotus Seven Club (lotus7.club)							
Seven (sp)	73-91	18,500	13,000	8000	5250	1599	110	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
CHEVROLET	Classic Corvette Club UK (corvetteclub.org.uk)							
Corvette roadster	53	160,000	120,000	80,000	60,000	3800	107	
Corvette roadster	54	77,500	55,000	35,000	26,000	3800	107	
Corvette	55-57	72,500	50,000	32,500	22,500	4343	119	
Corvette	58-60	82,500	62,500	35,000	25,000	4639	130	
Corvette	61-62	70,000	52,500	32,000	22,000	5359	132	
Corvette S-W coupe	63	95,000	72,500	40,000	30,000	5359	142	
Corvette Sting Ray	63-67	70,000	50,000	27,500	20,000	5359	142	
Camaro cpe/conv.	67-69	27,500	21,000	10,000	5000	5735	130	
Corvette Stingray	68-72	35,000	26,000	15,000	6500	6997	151	
Corvette Stingray	73-77	27,500	17,500	9000	4500	5737	125	
Corvette	77-82	17,500	12,500	7250	4000	5733	125	
Corvette C4	84-96	12,000	9000	4500	2200	5733	145	
Corvette ZR1	90-95	19,000	15,500	12,500	9500	5727	180	
Corvette C5	96-04	17,500	14,000	11,500	9000	5666	175	
CISITALIA	(cisitalia.net)							
202 coupe	47-54	300,000	170,000	125,000	80,000	1089	105	
CITROËN	Citroën Car Club (citroencarclub.org.uk)							
Light 15/Big 15	35-55	20,000	14,500	7250	3500	1911	72	
2CV 'ripple'	48-60	15,000	11,000	5500	2500	425	49	
2CV	60-90	10,000	7000	2850	1250	602	71	
Ami	61-78	7500	5250	2200	1100	602	75	
Dyane	68-85	6500	4500	2000	1000	602	78	
DS19/ID19	56-68	22,500	16,000	7000	2750	1911	88	▼
Safari estate	59-75	26,500	18,500	8250	3000	1911	88	▼
DS décapotable	63-78	187,500	140,000	100,000	65,000	2175	100	
DS20/21/23	68-75	27,500	19,000	9000	3500	2347	109	▼
DS21/23 EFi	70-75	35,000	24,000	12,000	5500	2347	120	▼
SM V6	70-75	57,500	42,000	22,000	12,500	2670	135	
GS/GSA	70-85	4750	3250	1500	750	1220	100	
CX	74-89	8500	5500	2200	900	2165	115	
CX Prestige	77-89	11,000	6750	2900	1250	2347	116	
CX GTi/GTi turbo	77-89	14,500	10,000	4400	1750	2347	137	▲
BX GTI 16V	87-93	9000	6750	3000	1500	1905	130	
CLAN	Clan Owners' Club (01295 255539)							
Crusader coupé	71-74	7250	5000	2500	1100	875	102	
DAF	DAF Owners' Club (dafownersclub.co.uk)							
55 Marathon coupé	68-72	3500	2250	950	500	1108	83	
DAIMLER	Daimler & Lanchester Owners' Club (01787 247436)							
DB18/Consort	39-53	10,000	7000	3500	1650	2522	76	
DB18 con	39-50	25,000	18,000	9250	4750	2522	76	▼
DB18 Sports Special	49-53	37,000	28,000	15,000	7500	2522	80	
Conquest/Century	53-58	8750	6000	2500	1250	2433	90	
Conquest Rdstr/DHC	54-57	36,000	25,000	14,000	8000	2433	100	
104/Majestic	56-62	9000	6500	3000	1500	3794	100	
Majestic Major	60-68	22,500	15,000	7000	3000	4561	119	
SP250 sports	59-64	42,000	25,000	17,500	11,250	2548	123	
2½-litre/V8 250	62-69	21,000	15,500	6000	2400	2548	112	
Sovereign (420)	66-69	16,000	11,000	5000	2000	4235	117	▼
Sovereign (XJ6) SI	69-73	16,250	10,750	4250	1350	4235	120	
Double-Six SI	72-73	16,250	10,750	4750	2000	5343	140	
4.2 coupé	75-78	23,000	14,000	6750	3500	4235	120	▼
Double-Six Coupé	75-77	26,000	16,000	8500	4000	5343	140	▼
Sovereign SII/III	73-86	9000	6000	1850	750	4235	126	
Double-Six SII/III	74-92	14,000	9200	4000	1500	5343	150	
DATSUN	Z Club (zclub.net)							
240Z	69-74	36,000	27,500	15,000	8500	2393	125	
260Z	74-79	27,500	20,000	10,500	6500	2565	127	
280ZX/2+2	78-83	16,000	11,000	5250	2400	2753	111	▲
240K Skyline	73-81	20,000	15,000	8000	4250	2392	112	
DELAHAYE	The Delahaye Club (clubdelahaye.com)							
135M/MS Coupé	35-39	325,000	225,000	100,000	45,000	3557	n/a	
135M/MS Cabriolet	35-39	450,000	325,000	155,000	85,000	3557	n/a	
135M/MS Coupé	46-53	145,000	100,000	60,000	32,500	3557	n/a	
135M/MS Cabriolet	46-53	225,000	165,000	110,000	62,500	3557	n/a	
235 Chapron coupé	51-54	110,000	75,000	45,000	25,000	3557	120	
DELLOW	Dellow Register (dellowregister.co.uk)							
Mark I-V sport-trials	49-57	20,000	15,000	9000	4000	1172	65	
DELOREAN	DeLorean Owners' Club UK (07915 673889, deloreans.co.uk)							
DMC-12 coupé	81-82	50,000	40,000	24,000	15,000	2849	109	
DE TOMASO	De Tomaso Drivers' Club UK (detomasodc.co.uk)							
Mangusta	67-72	260,000	185,000	135,000	110,000	4727	150	▲
Pantera	72-89	117,500	80,000	42,500	24,000	5763	160	
Deauville	70-88	36,000	26,000	15,000	7000	5763	150	
Longchamp	72-89	42,000	34,000	16,500	8500	5763	150	

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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
DKW DKW Owners' Club (dkw.org.uk)								
Sonderklasse/3=6	53-59	19,000	14,000	7000	3500	896	76	
1000SP/A Union sp	58-65	20,000	13,000	6500	3750	980	82	
1000/1000S sal/cpé	58-63	12,500	8000	3750	2000	980	80	
F102 saloon	64-66	6000	4000	1750	900	1175	84	
DODGE								
Viper RT 10/GTS	92-02	35,000	28,000	21,000	16,000	7974	165	
ELVA Elva Owners' Club (01903 823710)								
Courier sports/cpé	58-61	27,500	22,000	12,000	6750	1498	100	
MkIII/MkIV T-type	62-69	25,000	20,000	12,500	7000	1798	110	
FACEL VEGA Facel Vega Car Club (01621 818608)								
FV 4.5/4.8/5.4/5.8	54-59	160,000	120,000	82,500	42,500	5801	125	
HK500	59-61	160,000	120,000	90,000	44,000	6286	130	
Facel II	62-64	230,000	170,000	130,000	72,500	6286	132	
Facellia/Facel III	60-64	70,000	48,500	30,000	16,500	1647	114	
FAIRTHORPE Fairthorpe Sports Car Club (01895 256799)								
Electron Minor	57-73	5000	3750	2250	1250	948	80	
TX-GT/S/SS coupé	67-73	5250	3500	2000	850	1998	112	▲
FERRARI Ferrari Owners' Club (01485 544500)								
166MM Barchetta	48-50	3m	2.6m	2.3m	1.9m	1995	125	▼
166 Inter	48-51	900,000	700,000	540,000	395,000	1995	115	
212 Inter	51-52	950,000	800,000	600,000	400,000	2562	120	
340 America	51	2.8m	2.5m	2.25m	2m	4101	136	
250 Europa SI/SII	53-55	1.35m	1.15m	1.05m	975,000	2963	126	
410 Superamerica	56-59	3.75m	2.85m	2.35m	2.1m	4962	165	▼
250GT Boano/Ellena	56-59	725,000	595,000	425,000	300,000	2953	157	
250GT Cabrio S1	57-59	4.4m	4m	3.65m	3.3m	2953	155	▼
250GT Berlinetta TdF	57-59	4.1m	3.75m	3.25m	2.95m	2953	143	▼
250GT PF coupé	58-62	375,000	295,000	230,000	150,000	2953	145	
250 Cal' Spider lwb	58-62	7.5m	6.75m	5.9m	5m	2953	155	▼
250 Cal' Spider swb	60-63	13m	12m	11m	10m	2953	149	▼
250GT SWB (steel)	60-63	7m	6.4m	6m	5.6m	2953	150	▼
250GT SWB (alloy)	59-62	13m	11.5m	10.5m	9.5m	2953	155	
250GT Cabrio Se2	60-62	1.1m	925,000	750,000	575,000	2953	160	
250GTE 2+2	60-63	330,000	250,000	195,000	142,500	2953	140	▼
250GTO	62-64	56m	50m	40m	n/a	2953	158	
250LM	64-66	15m	13m	11m	n/a	2953	159	▼
250GT Lusso	62-64	1.25m	1m	895,000	735,000	2953	150	▼
400 Superamerica	60-64	1.85m	1.7m	1.5m	1.4m	3967	162	▼
500 Superfast	64-67	1.45m	1.3m	1.15m	1m	4962	170	
275GTB (steel)	64-66	1.85m	1.55m	1.25m	1m	3286	150	
275GTB (alloy)	64-66	2.3m	2.1m	1.8m	1.6m	3286	150	
275GTS	64-66	1.25m	1.05m	950,000	795,000	3286	150	▲
275GTB/4 (4-cam)	66-68	2.6m	2.3m	2m	1.7m	3286	165	
330GT 2+2	64-67	272,500	200,000	135,000	80,000	3967	150	
330GTC	66-68	450,000	375,000	300,000	250,000	3967	150	▼
330GTS	66-68	1.5m	1.25m	1.05m	875,000	3967	150	
Dino 206GT	68-69	550,000	450,000	350,000	240,000	1987	145	
Dino 246GT	69-73	400,000	310,000	210,000	135,000	2418	150	
Dino 246GTS	72-74	475,000	350,000	260,000	165,000	2418	150	
365GT 2+2	67-71	195,000	155,000	100,000	60,000	4390	152	
365GTC	68-70	550,000	450,000	375,000	320,000	4390	155	
365GTB/4 Daytona	68-74	640,000	520,000	400,000	320,000	4390	173	▼
365GTS/4 Spider	72-73	2.5m	2.1m	1.6m	n/a	4390	170	
365GTC/4 2+2	70-72	210,000	165,000	115,000	90,000	4390	152	
365GT4 2+2	72-76	69,500	50,000	30,000	19,000	4390	150	
365GT4 BB	75-76	295,000	235,000	190,000	150,000	4390	163	
512BB	76-81	205,000	165,000	134,000	110,000	4942	163	
512BBi	81-85	190,000	160,000	130,000	105,000	4942	168	
308GT4 2+2	73-80	50,000	35,000	25,000	18,000	2926	156	
308GTB (grp)	75-77	155,000	120,000	78,500	47,500	2926	154	▼
308GTB/GTS	77-80	68,500	54,000	36,000	24,000	2926	155	▲
308GTBi/GTSi	80-82	57,500	42,500	32,000	21,000	2926	155	
308GTB qv/GTS qv	82-85	69,000	53,500	36,000	24,500	2926	155	
328GTB/GTS	85-88	77,500	61,250	47,500	33,000	3195	163	
400/400i/412i man.	76-89	60,000	45,000	30,000	19,500	4823	158	
400/400i/412i auto	76-89	43,000	32,000	21,000	12,000	4942	158	
Mondial	81-94	35,000	27,500	16,500	9500	2926	143	
Mondial cabrio	84-94	38,000	30,000	19,000	12,000	2926	146	
348/Spider	89-94	55,000	45,000	34,000	26,000	3405	170	
F355 GTB	94-99	77,500	64,000	49,000	37,500	3496	185	▲
F355 GTS/Spider	95-99	75,000	62,000	48,000	37,500	3496	183	▲
360 Modena	99-05	56,000	49,500	43,500	36,500	3586	184	
Testarossa	84-90	110,000	90,000	62,500	45,000	4942	181	
512 TR	91-94	175,000	137,500	100,000	67,500	4943	193	
F512 M	94-96	250,000	195,000	150,000	100,000	4943	194	
456GT	92-98	47,500	40,000	28,500	20,000	5474	184	
456MGT	98-03	55,000	42,000	28,500	22,000	5474	185	
288GTO	84-87	3m	2.5m	2.1m	1.85m	2855	190	
F40	88-92	2.5m	2.1m	1.5m	1.25m	2936	201	▼
F50	95-97	3.4m	2.75m	2.4m	n/a	4698	202	
550/575M Maranello	96-06	90,000	70,000	53,000	42,500	5474	199	▼
Enzo	02-04	2.75m	2.3m	1.9m	n/a	5998	220	
FIAT Fiat Motor Club (0208 372 4028)								
500 Topolino	48-55	13,000	9500	4500	2000	569	60	
600/600D	55-70	11,000	7500	3600	1400	633	66	
600 Multipla (MPV)	55-60	27,000	19,000	12,500	6750	767	59	
500/D/F/L/R	57-75	15,000	10,000	4000	2000	499	61	
1500S/1600S Osca sp	59-66	28,000	23,000	16,000	10,000	1568	105	▼
2300S	61-68	26,500	19,000	16,000	10,000	2280	120	▼
850 Coupé	65-73	9250	6250	2850	1400	903	96	
850 Spider	65-73	15,000	9500	4500	2400	903	96	
124/Special 1.2/1.4	66-73	2650	1750	850	400	1438	100	
124 Coupé	66-75	12,000	8500	3500	1250	1756	115	
124 Spider 1.4/1.6	66-74	17,500	12,000	7000	3250	1608	112	
124 Spider 1.8/2.0	75-81	15,000	10,000	5000	2000	1756	108	
124 Spider Abarth	72-75	57,500	42,000	32,000	17,500	1756	118	
Pininfarina Spider	82-85	15,750	10,750	5750	2200	1995	104	
Dino Spider 2.0/2.4	67-73	130,000	97,500	65,000	47,500	2418	130	
Dino Coupé 2.0/2.4	67-73	50,000	36,000	22,500	15,000	1987	122	
130 saloon 2.8/3.2	69-76	6250	4500	2250	1100	3235	112	
130 Coupé	72-76	20,000	14,000	7500	3600	3235	118	
127 Sport 1300	81-83	6250	4000	2000	1000	1301	102	
128 3P coupé	75-78	9750	6000	2500	1200	1301	102	
X1/9	77-89	11,000	6750	3000	1400	1290	100	
Panda	80-96	4250	3000	1350	600	903	87	
Panda 4x4	84-92	8500	6250	3000	1400	999	83	
Strada Abarth 130TC	84-88	20,000	14,250	6250	2200	1995	117	▲
Coupé/Turbo	94-00	7500	5000	1750	600	1998	149	
Barchetta	95-02	6750	4250	2200	1000	1747	118	
FORD AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mocgb.net)								
Prefect	40-53	7500	5250	2500	1250	1172	68	
Pilot V8	47-51	17,500	10,000	5500	2650	3622	82	
Anglia/Popular 103E	46-59	7650	5500	2500	1350	1172	61	
Anglia 100E/Popular	53-62	6750	4750	2000	1100	1172	71	
Prefect 107E	59-61	7000	5000	2500	1350	997	73	
Anglia 105E	59-68	9000	6500	2950	1600	997	74	
Anglia 123E	62-68	11,000	8000	3650	2000	1197	82	
Consul MkI	50-56	10,000	7000	3000	1500	1508	73	
Zephyr Six MkI	50-56	14,000	10,000	4500	2000	2262	82	
Zephyr Zodiac	53-56	16,500	12,000	5500	2650	2262	84	▼
Consul MkI con	52-56	16,500	12,500	6750	4000	1508	73	
Zephyr MkI con	52-56	23,000	18,000	12,000	6750	2262	82	
Consul MkII	56-62	10,500	7200	3200	1450	1703	79	▲
Zephyr MkII	56-62	17,500	11,500	5000	2000	2553	88	
Zodiac MkII	56-62	20,000	14,000	6400	2750	2553	88	
Consul MkII con	56-62	14,000	9500	4750	2500	1703	78	
Zephyr MkII con	56-62	21,000	15,000	9000	5500	2553	88	
Zodiac MkII con	56-62	25,000	18,000	10,500	6250	2553	88	
Zephyr MkIII	62-66	13,500	9500	3500	1500	2553	95	
Zodiac MkIII	62-66	16,500	11,500	5750	2000	2553	100	
Zephyr 4/6 MkIV	66-72	8500	6000	2600	1200	2994	100	
Zodiac MkIV/Exec	66-72	9500	7000	3250	1400	2994	100	
Consul Classic	61-63	11,500	8000	3750	1650	1498	79	
Consul Capri	61-64	17,000	13,000	6000	2500	1340	84	
Consul Capri GT	63-64	20,000	14,000	8000	3500	1340	95	
Corsair/V4	64-70	9000	6250	2500	1200	1663	90	
Corsair GT/2000E	64-70	10,000	7000	3250	1600	1996	100	
GT40	64-68	5.4m	4.6m	3.3m	2.75m	4736	198	
Mustang coupé	64-68	28,000	20,000	11,750	6250	4727	120	
Mustang fastback	65-68	38,500	28,000	16,500	8500	4727	120	
Mustang con	64-68	35,000	26,000	16,500	9000	4727	111	
Mustang GT350	65-66	240,000	200,000	125,000	100,000	4727	133	▼
Mustang GT500	67-70	165,000	130,000	92,000	65,000	6800	130	▲
Cortina MkI	62-66	11,000	7500	3500	1600	1498	82	
Cortina MkI GT	63-66	24,000	17,500	8000	3500	1498	91	
Cortina MkII	66-70	10,500	7250	3600	1500	1599	87	▲
Cortina MkII GT	66-70	14,000	9500	4250	1750	1599	98	
Cortina 1600E	67-70	15,000	10,000	4650	2000	1599	98	
Cortina MkIII	70-76	10,500	7500	3600	1500	1993	101	
Cortina MkIII GT/GXL	71-76	15,000	10,000	4500	2000	1993	104	▲
Cortina MkIII 2000E	73-76	12,500	9000	4500	2000	1993	105	
Cortina MkIV/V	76-82	11,000	7000	3000	1350	2293	110	
Escort MkI 1.1/1.3	68-75	11,000	8000	4000	1750	1298	83	
Escort Twin Cam	68-71	66,000	48,500	35,000	22,500	1558	113	
Escort GT/Spt/1300E	68-75	22,000	15,000	7500	4000	1298	96	▲
Escort Mexico	70-75	43,000	32,500	21,000	14,000	1599	99	
Escort RS1600	70-75	70,000	50,000	38,500	27,500	1601	113	
Escort RS2000	73-74	65,000	46,000	32,500	20,000	1993	108	
Escort MkII sal	75-80	10,000	6500	2950	1250	1297	93	
Escort MkII Ghia	75-80	12,000	8000	4000	2000	1599	97	
Escort MkII Sport	75-80	20,000	15,000	7500	3750	1599	101	
Escort MkII Mexico	76-78	40,000	30,000	20,000	12,500	1593	105	
Escort MkII RS1800	75-77	80,000	65,000	42,500	30,000	1835	112	
Escort MkII RS2000	75-80	45,000	30,000	17,000	8500	1993	109	
Escort XR3	81-83	12,750	9250	4500	1950	1597	113	
Escort XR3i	83-86	13,500	9500	4250	1750	1597	116	
Escort RS1600i	83-84	36,500	26,500	13,500	7000	1597	117	
Escort XR3i (MkIV)	86-90	10,000	7500	3000	1400	1597	116	
Escort XR3i cabrio	84-90	9500	7000	3000	1100	1597	107	
Escort RS Turbo S1	84-85	35,000	26,500	15,000	7500	1597	122	▲
Escort RS Turbo	85-90	24,000	17,500	8250	3750	1597	124	
Capri MkI 1.3/1.6	69-74	20,000	13,000	6500	3000	1599	95	
Capri GT 1.6/2.0	69-74	22,500	15,000	8000	3750	1996	107	
Capri 3000GT	70-74	27,500	20,000	10,500	4750	2994	113	
Capri 3000E/GXL	70-74	29,500	21,000	11,000	5000	2994	113	
Capri RS2600	71-74	52,500	42,500	27,500	18,500	2637	124	▲
Capri RS3100	73-74	59,500	46,500	27,500	18,500	3091	125	▲
Capri II/III 1.6/2.0	74-82	15,000	10,000	3000	1300	1993	110	
Capri II/III 3.0	74-82	27,500	19,000	9000	4250	2994	116	
Capri III 2.8i	81-87	23,500	16,000	7000	2950	2792	129	
Capri 280 Brooklands	87-88	26,500	20,000	9250	4750	2792	129	
Consul/Granada 3.0	72-77	18,000	12,000	5000	2000	2994	113	
Granada 3.0 Coupé	74-77	18,500	12,500	5250	2200	2994	111	
Granada MkII	77-85	11,500	7500	3500	1500	2792	117	▲
Fiesta XR2 MkI	81-83	21,000	14,500	6750	3000	1599	106	▲
Fiesta XR2 MkII	84-89	14,500	10,500	4500	1950	1597	109	▲
Fiesta XR2i MkIII	89-94	9750	7250	3600	1500	1596	116	▲
Fiesta RS Turbo	90-92	25,000	17,500	10,000	6000	1596	129	
RS200	85-86	160,000	130,000	100,000	75,000	1803	140	
Sierra XR4i	83-85	12,000	8500	3500	1600	2792	125	▲
Sierra XR4x4	85-90	11,000	7500	3200	1500	2792	127	▲
Sierra RS Cosworth	85-87	70,000	47,500	23,500	14,000	1993	145	▲
Sierra RS500	87	95,000	75,000	50,000	32,000	1993	149	▲
Sapphire RS Cos.	88-92	34,000	26,500	13,500	6250	1993	154	▲
Escort RS2000	91-96	9000	6000	2750	1400	1998	131	
Escort RS2000 4x4	94-96	13,500	10,000	7250	4250	1998	130	
Escort RS Cosworth	92-96	56,000	46,500	33,000	24,000	1993	144	▲
Focus RS MkI	02-03	22,500	18,000	12,000	6750	1988	144	
FRAZER NASH VSCC Frazer Nash section (01285 720483)								
Le Mans Replica	48-52	525,000	440,000	350,000	250,000	1971	115	▼
GILBERN Gilbern Owners' Club (01926 512136)								
Genie	66-70	13,000	9250	4750	2200	2994	120	
Invader I/II	69-72	14,250	10,000	5000	2500	2994	116	
Invader III	72-74	16,000	11,500	5500	2850	2994	120	
GINETTA Ginetta Owners' Club (01724 352801, membership@ginetta.org)								
G4 1.0/1.5	61-68	22,000	17,000	12,000	8000	1498	115	
G15 875/998	68-74	13,000	8000	4000	1850	998	108	
G21 1800/1800S	71-78	14,000	10,000	4750	2000	1725	120	
G33	91-93	15,000	11,000	7000	5000	3946	137	
GORDON-KEEBLE Gordon-Keeble Owners' Club (0121 459 9587)								
GK1/IT	64-67	97,500	72,500	49,500	30,000	5395	135	
HEALEY Association of Healey Owners (01425 480243)								
Silverstone sports	49-50	140,000	117,500	92,500	65,000	2443	107	▼
Abbott con	50-54	40,000	30,000	20,000	12,000	2443	100	
Tickford saloon	50-54	32,500	21,000	11,000	7000	2443	102	▼
HEINKEL/TROJAN Heinkel/Trojan Club (01527 501318)								
Cabin Cruiser/200	56-65	22,000	15,000	9250	5750	198	60	
HILLMAN Owners' Club (01522 823778); Imp Club (01789 414789)								
Minx Ph. I-II	39-48	6750	5250	2200	1000	1185	65	
Minx Ph. I-II con	39-48	11,000	8000	4000	2000	1185	65	
Minx Ph. III-VIIIA	48-56	6000	4000	1750	800	1390	73	
Minx Ph. III-VIIIA con	48-56	10,500	7250	3500	1600	1390	73	
Californian	53-56	8900	6000	3000	1600	1390	74	
Minx SI-IIIC	56-63	6250	4250	2000	900	1592	80	
Minx SI-IIIC con	56-62	10,500	7500	3750	1850	1494	80	
Minx SV-VI	63-67	4500	2850	1450	750	1725	81	
Husky II/III estate	58-66	6750	4750	2100	1100	1390	74	▲
Super Minx SI-IV	61-66	5500	3500	1650	800	1725	86	
Super Minx con	62-64	8500	6000	2900	1500	1592	84	
Imp	63-76	6250	4000	1850	900	875	81	▲
Imp Californian	67-70	6750	4500	2200	1000	875	81	▲
Husky (Imp)	66-70	6400	4200	1900	1000	875	80	▲
Hunter GLS	72-76	20,000	14,000	6500	3000	1725	110	
Avenger GT/GLS	71-81	12,500	9000	4500	20000	1598	98	
Avenger Tiger	72-73	16,500	11,000	6000	3000	1599	100	
HONDA Honda S800 Sports Car Club (0121 444 2988)								
S800 coupé	66-70	23,000	16,500	10,500	5500	791	96	
S800 sports	66-70	29,500	20,500	14,500	8750	791	96	
CRX 1.6i/V-TEC	86-91	10,000	7000	3000	1400	1595	125	
NSX 3.0	90-02	72,500	55,000	37,500	26,500	2977	158	
Beat	91-95	4750	3000	1500	900	656	84	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Integra Type R DC2	98-01	19,500	14,000	7000	3500	1787	143	
S2000 (AP1)	99-09	14,000	11,500	6000	3250	1997	147	▲
HRG								
1100/1500	38-56	60,000	46,500	32,000	22,500	1496	81	
HUMBER Post-Vintage Humber Car Club (01604 404363)								
Hawk MkI-VI	49-57	7500	5500	2500	1200	2267	80	
Hawk SI-IV	57-68	7500	5000	2350	1150	2267	86	
Snipe	45-48	9500	7500	3000	1400	2731	72	
Snipe/P'man MkI-IV	45-56	11,000	8000	3400	1500	4139	91	
Super Snipe dhc	49-52	22,000	15,000	10,000	5000	4086	80	
Super Snipe/Imperial	58-67	11,000	8000	2750	1250	2651	106	
Sceptre MkI-II	63-67	8000	5500	2400	1000	1725	90	▼
Sceptre MkIII	67-76	7000	4950	2000	850	1725	98	▼
ISO Iso Bizzarrini Club (020 8891 6663)								
Rivolta	62-70	80,000	60,000	40,000	30,000	5359	140	
Grifo	63-74	300,000	240,000	195,000	125,000	5359	161	
Grifo 7-litre	69-74	375,000	300,000	235,000	165,000	6998	170	
Lele	70-74	45,000	26,000	15,000	7500	5736	145	
JAGUAR Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)								
SS100 2½-litre	36-39	350,000	250,000	185,000	140,000	2663	94	
SS100 3½-litre	38-39	425,000	325,000	240,000	185,000	3485	104	
1½-litre	45-49	27,500	18,500	9750	4000	1776	70	▼
2½-litre	46-51	30,000	20,000	11,000	4750	2663	87	▼
3½-litre	46-51	35,000	25,000	12,750	5250	3485	92	▼
MkV 2½-litre con	49-51	57,500	37,500	22,500	11,750	2663	87	
MkV 3½-litre con	49-51	69,000	43,000	27,000	16,500	3485	92	
XK120 alloy rdstr	49-50	185,000	150,000	100,000	70,000	3442	132	
XK120 roadster	50-54	100,000	70,000	47,500	32,000	3442	122	
XK120 dhc	50-54	90,000	65,000	45,000	30,000	3442	122	
XK120 fhc	51-54	78,000	52,000	39,000	25,000	3442	121	
C-type	51-54	4.85m	3.85m	3.4m	2.95m	3442	144	
XK140 roadster	54-57	104,000	72,500	47,500	30,000	3442	126	
XK140 fhc	54-57	72,500	52,500	35,000	22,500	3442	125	
XK140 dhc	54-57	100,000	71,000	42,500	29,000	3442	125	
D-type	54-57	6m	5.25m	4.1m	3.75m	3442	160	
XK150 roadster	58-60	102,500	72,500	42,500	27,500	3781	130	▼
XK150 fhc	57-61	70,000	48,000	30,000	19,500	3781	128	
XK150 dhc	57-61	99,000	65,000	39,000	26,000	3781	127	
XK150S 3.4 roadster	58-60	145,000	97,500	70,000	52,000	3442	130	
XK150S 3.4 fhc	58-60	90,000	65,000	45,000	35,000	3442	129	
XK150S 3.4 dhc	58-60	122,000	87,500	62,500	44,000	3442	130	
XK150S 3.8 roadster	59-60	188,000	145,000	115,000	82,500	3781	136	
XK150S 3.8 fhc	59-60	102,000	75,000	52,500	42,000	3781	132	
XK150S 3.8 dhc	59-60	160,000	120,000	90,000	65,000	3781	130	
MkVII-MkIX	51-61	32,000	21,000	10,000	4000	3442	105	▼
MkX/420G	61-70	22,000	15,000	7000	3000	4235	120	▼
Mk1 2.4	55-59	27,500	18,500	9500	3500	2483	96	
Mk1 3.4	57-59	40,000	26,500	15,000	8500	3442	120	
Mk2 2.4	59-67	20,000	13,000	7500	2650	2483	96	
Mk2 3.4	59-67	35,000	25,000	10,000	4000	3442	114	
Mk2 3.8	59-67	50,000	30,000	14,000	5000	3781	121	
S-type sal	63-68	22,500	15,000	7250	3250	3781	121	
240	67-68	21,500	14,000	6000	2500	2483	105	
340	67-68	27,500	20,000	9000	4000	3442	123	
420	66-68	15,000	10,000	4500	2000	4235	123	
E-type 3.8 rdstr (ff)	61-62	145,000	100,000	80,000	60,000	3781	145	
E-type 3.8 cpé (ff)	61-62	110,000	90,000	72,500	50,000	3781	145	
E-type 3.8 roadster	62-64	132,500	95,000	65,000	40,000	3781	145	
E-type 3.8 coupé	61-64	100,000	75,000	52,500	32,500	3781	145	
E-type 4.2 S1 rdstr	64-67	127,500	87,500	61,000	39,000	4235	145	
E-type 4.2 S1 coupé	64-67	92,000	64,000	45,000	29,000	4235	145	
E-type S1 2+2	66-67	58,000	42,000	22,500	13,000	4235	136	
E-type S1½/S2 rdstr	67-70	86,000	67,500	40,000	26,000	4235	145	
E-type S1½/S2 fhc	67-70	70,000	47,500	30,000	18,000	4235	145	
E-type S1½/S2 2+2	67-70	50,000	35,000	20,000	12,000	4235	136	
E-type V12 roadster	71-75	77,000	55,000	32,000	18,000	5343	150	
E-type V12 fhc 2+2	71-74	52,000	38,000	22,000	10,000	5343	150	
XJ6 2.8 Series 1	68-73	10,000	6750	2500	1000	2791	117	
XJ6 4.2 Series 1	68-73	15,500	10,000	3750	1250	4235	124	
XJ12 Series 1	72-73	16,000	10,500	4500	2000	5343	140	
XJ6 Series 2	73-79	12,000	7500	3000	1000	3442	117	
XJ6 Series 3	79-86	10,000	6000	2500	950	4235	125	
XJ12 Series 2-3	75-93	13,000	8750	3750	1500	5343	146	
XJ6 Coupé	75-78	22,500	13,000	6500	3250	4235	120	▼
XJ12 Coupé	75-78	25,500	15,000	8000	3850	5343	143	▼
XJR 3.6/4.0 sal	88-94	11,000	7000	3500	1600	3980	142	
XJ12 (XJ81) sal	93-94	10,000	6500	2850	1350	5994	155	
XJR X300 sal	94-97	12,000	8000	3000	1250	3980	155	
XJ12 X300 sal	94-97	8500	6250	3000	1500	5994	155	
XJ-S manual	75-80	27,500	20,000	10,000	6000	5343	154	
XJ-S V12 auto	75-91	12,500	7750	3250	900	5343	150	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
XJ-S 3.6	83-89	9500	6400	2750	1000	3590	141	▲
XJ-SC 3.6 cabrio	83-87	11,500	8000	3850	1750	3590	134	
XJ-SC V12 cabrio	85-88	15,000	10,000	4800	2000	5343	150	▼
XJ-S V12 con	88-91	18,500	11,750	5250	2250	5343	150	
XJS V12	91-96	16,000	10,500	4950	2000	5994	161	
XJS V12 con	91-96	18,000	12,000	5750	2500	5994	160	
XJR-S	88-93	24,000	16,000	8500	3650	5993	158	▼
XJS 4.0	91-96	12,000	8250	3600	1650	3980	138	
XJS 4.0 conv	92-96	20,000	12,000	6500	3400	3980	138	
XJ220	89-92	350,000	300,000	250,000	200,000	3498	212	
XK8 4.0 fhc	96-02	7750	5250	2400	1200	3996	155	
XK8 4.0 con	96-02	9750	7000	3650	2000	3996	155	
XJR (X308) sal	97-03	9000	6000	2500	1000	3996	155	
XKR 4.0 fhc/con	98-02	11,250	7750	3600	2000	3996	157	
JEEP								
Cherokee	92-01	12,000	7500	2800	1800	3960	107	
JENSEN Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)								
541/R/S	54-63	54,000	40,000	22,500	13,000	3993	123	
C-V8	62-65	55,000	40,000	20,000	11,000	6276	143	
Interceptor MkI	67-69	58,000	40,000	18,500	8500	6276	140	
Interceptor II-III	70-75	50,000	33,500	15,000	7500	6276	140	
FF	67-71	115,000	77,500	55,000	34,000	7212	141	▼
Interceptor SP	71-73	55,000	36,500	16,500	8000	7212	144	
Interceptor con	74-76	62,500	45,000	28,500	16,000	7212	140	
Jensen-Healey/GT	72-76	15,000	10,500	5000	2000	1973	120	
JOWETT Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)								
Javelin	47-54	11,000	7500	3500	1500	1486	77	
Jupiter	50-54	28,000	22,000	15,000	8000	1486	85	▼
LAGONDA Lagonda Club (01252 845451)								
2.6-litre	48-53	47,500	32,500	20,000	9500	2580	90	
2.6-litre con	49-53	75,000	57,500	30,000	18,000	2580	90	
3-litre	53-57	60,000	40,000	26,500	12,500	2922	100	
3-litre. con	53-57	89,500	66,000	36,000	21,000	2922	100	
Rapide	61-64	125,000	90,000	60,000	37,500	3995	135	▼
Saloon 'Wedge'	76-90	70,000	47,500	26,500	18,000	5340	140	
LAMBORGHINI Lamborghini Owners' Club UK (lamborghiniclubuk.com)								
350GT/400GT Inter	64-67	475,000	400,000	300,000	225,000	3497	147	▼
400GT 2+2	67-68	275,000	220,000	180,000	150,000	3929	150	
Miura P400	66-69	1.4m	1.15m	850,000	600,000	3929	170	
Miura 400S	69-71	1.6m	1.3m	1m	675,000	3929	172	
Miura SV	71-75	3.3m	2.6m	2m	n/a	3929	175	▲
Islero	68-70	230,000	175,000	135,000	105,000	3929	160	
Jarama	70-78	120,000	88,000	60,000	40,000	3929	162	
Espada I	68-70	140,000	100,000	65,000	37,500	3929	154	
Espada II/III	71-78	107,500	78,500	53,000	30,000	3929	154	
Urraco P250	73-74	72,500	52,000	30,000	20,000	2463	148	
Urraco P300	75-76	82,500	62,000	35,000	22,500	2997	158	
Jalpa	82-86	75,000	50,000	30,000	22,000	3485	153	
C'tach LP400 'Peri'	74-76	975,000	785,000	650,000	500,000	3929	192	
Countach LP400	76-78	450,000	350,000	265,000	185,000	3929	192	
C'tach LP400S	78-82	395,000	325,000	240,000	165,000	3929	164	
Countach 5000	82-90	375,000	300,000	220,000	150,000	5167	179	
Countach 25th Anni	89-90	275,000	225,000	175,000	130,000	5167	179	
Diablo	91-01	167,500	135,000	100,000	75,000	5707	202	
Diablo VT	93-01	185,000	155,000	115,000	95,000	5707	200	
LANCHESTER Daimler & Lanchester Owners' Club (07000 356285)								
Ten (LD10)	46-51	7500	5000	2400	1200	1287	69	
LANCIA Lancia Motor Club (lanciamotorclub.co.uk)								
Aprilia saloon	37-49	25,000	18,000	10,000	5000	1486	80	
Appia saloon	53-63	15,000	10,000	5250	2600	1089	80	
Aurelia B10/21/22	50-55	25,000	19,000	12,000	6000	1754	90	▼
Aurelia B20GT	53-58	135,000	98,500	68,500	49,000	2451	113	
Aurelia B24 Spider	55-56	750,000	600,000	525,000	450,000	2451	115	
Aurelia B24 conv	57-58	270,000	210,000	160,000	117,500	2451	108	
Flaminia saloon	57-70	10,000	7000	3750	1750	2458	100	
Flaminia coupé	59-67	45,000	34,000	20,000	13,000	2775	112	
Flaminia GT/GTL/3C	59-67	75,000	57,500	40,000	25,000	2775	115	
Flaminia convertible	59-67	140,000	92,500	64,000	45,000	2775	110	
Flaminia Sport Zag	59-67	285,000	210,000	155,000	105,000	2775	130	
Flavia saloon	61-70	12,000	7750	3250	1500	1488	105	
Flavia coupé 1.5/1.8	62-68	25,000	17,500	8000	4000	1800	112	
Flavia Sport Zagato	63-67	54,000	42,500	30,000	16,500	1800	120	▼
Flavia 2000 saloon	70-74	13,500	8500	4000	1600	1991	110	
Flavia 2000 coupé	69-73	16,750	12,000	6250	2750	1991	115	
Fulvia Berlina	63-73	6750	4000	1750	800	1216	100	
Fulvia coupé	65-76	20,000	15,000	6500	2750	1298	96	
Fulvia Sport Zagato	68-72	35,000	24,500	16,500	8750	1298	109	
Fulvia HF SI/SII	68-72	48,000	34,000	20,000	12,500	1584	115	▼
Stratos	72-74	525,000	440,000	350,000	260,000	2418	130	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Beta sal	72-81	6500	4250	1750	650	1995	118	
Beta Coupé 1.6/2.0	73-84	7500	5000	2100	900	1995	114	
Beta Coupé Volumex	83-84	10,000	7000	3250	1500	1995	126	
Beta Spider 1.6/2.0	75-82	11,000	7750	3000	1400	1995	114	
Beta HPE	75-85	8250	5750	2900	1100	1995	116	
Beta HPE Volumex	83-85	12,000	8000	3750	1750	1995	116	
Montecarlo	75-84	25,000	17,500	8000	3000	1995	120	
Gamma	76-84	5500	3500	1650	750	2484	121	
Gamma Coupé	76-84	10,000	7000	3200	1300	2484	121	
Rally 037 Stradale	82-83	495,000	420,000	325,000	275,000	1995	128	
Delta S4 Stradale	85-87	325,000	250,000	175,000	n/a	1759	140	
Delta HF Turbo	84-90	12,000	8000	3750	1750	1585	121	
HF Integrale	87-91	33,500	24,000	13,000	6750	1995	134	
Integrale Evo 1	91-93	65,000	50,000	32,000	16,000	1995	135	
Integrale Evo 2	93-95	88,000	67,500	42,000	20,000	1995	136	
LAND ROVER Series I Club (01363 82666); SII Club, PO Box 251, Barnsley S70 5YN								
Series I 80in	48-53	43,000	27,500	14,000	5750	1595	60	
Series I	53-58	32,000	18,000	8000	2000	1997	60	
SII/IIA 2.2/2.6 88in	58-71	22,500	12,500	5000	1600	2286	69	
SII/IIA 2.2/2.6 109in	58-71	24,000	13,500	5500	1750	2625	75	
SIII 2.2/2.6	71-85	20,000	12,000	3600	1250	2625	73	▲
SIII Stage 1 V8	79-83	22,000	13,500	5500	1950	3528	86	▲
Defender	84-90	14,500	10,000	3650	1750	2495	77	
Defender V8	85-90	20,000	13,500	5750	2400	3528	86	▲
Defender Tdi	90-98	19,000	12,000	5500	2000	2495	80	
Defender Td5	98-07	21,000	14,000	6000	3000	2495	85	
Range Rover 2dr	70-72	42,000	32,000	18,000	8500	3528	96	
Range Rover 2dr	73-78	34,000	24,500	13,000	5000	3528	99	
Range Rover	78-89	25,000	16,000	4500	1250	3528	106	
Range Rover 3.9SE	89-96	18,500	10,000	4000	1000	3947	108	
Range Rover 4.2LSE	92-95	28,000	17,500	6500	2000	4192	110	▼
LEA-FRANCIS Lea-Francis Owners' Club (01865 407515)								
14hp/14/70 saloon	46-54	12,000	8500	4650	2000	1767	75	
14hp/2½-litre Sports	50-53	45,000	28,000	20,000	12,000	2496	100	▼
LOTUS Club Lotus (01362 694459); Historic Lotus Register (01293 871541); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219)								
Elite	57-63	77,500	62,500	44,000	26,000	1216	113	
Seven SII	60-68	33,000	22,000	14,000	9000	1098	92	▼
Super Seven 1.3-1.6	61-69	35,000	25,000	16,000	11,000	1498	103	
Seven SIII 1.3/1.6	68-70	27,000	19,500	13,000	8250	1599	108	
Seven S4	69-73	16,000	11,500	7000	3500	1599	108	▲
Lotus Cortina MkI	63-64	64,000	49,000	33,000	25,000	1558	108	
Lotus Cortina MkI	64-66	56,000	42,500	28,000	20,000	1558	107	
Cortina II Lotus	67-70	32,000	26,000	17,500	11,500	1558	102	
Elan S1 dhc	62-64	38,500	30,000	21,000	14,500	1558	119	
Elan S2-S3 dhc	64-68	33,500	25,000	16,000	10,000	1558	120	
Elan S4 dhc	68-71	29,500	22,500	15,000	9250	1558	120	
Elan S3/S4 cpé	66-71	27,500	21,000	12,000	7250	1558	123	
Elan Sprint con	71-73	46,500	36,500	24,000	15,000	1558	121	▼
Elan Sprint Coupé	71-73	39,000	29,500	20,000	13,000	1558	121	▼
Elan Plus 2	67-74	28,000	20,000	11,000	6000	1558	121	
Europa S2	67-71	18,500	13,000	6850	4250	1470	110	▼
Europa TC/Special	71-75	28,000	20,000	11,000	6000	1558	123	▼
Elite, Eclat	74-82	11,000	7500	2900	1400	2174	129	
Esprit S1	76-78	40,000	31,000	22,000	15,000	1973	124	
Esprit S2	78-81	29,500	22,000	14,000	9000	1973	130	
Esprit Turbo	80-87	37,500	26,500	14,000	8000	2174	148	
Esprit S3	82-87	26,500	18,500	11,000	6000	2174	134	
Excel	82-88	10,000	7000	3000	1500	2174	130	
Esprit X180	87-90	24,000	17,500	9250	5250	2174	135	
Esprit Turbo/SE	87-92	32,000	22,000	12,000	6750	2174	156	
Esprit S4 Turbo	93-96	39,000	29,000	15,000	8500	2174	161	
Esprit GT3	96-99	38,500	29,500	17,500	12,500	1973	163	
Esprit V8	96-04	55,000	40,000	30,000	20,000	3506	175	
Carlton/Omega	90-92	67,500	47,500	25,000	16,000	3615	177	
Elan SE turbo	89-92	9950	6750	3750	2000	1588	137	
Elan S2	94-95	10,500	7500	4500	2500	1588	137	▼
Elise S1	95-00	21,000	15,000	10,750	6750	1796	126	▼
Elise S2	00-05	17,000	13,000	10,500	8250	1796	125	
Elise 111/S	99-05	20,000	15,750	12,250	10,000	1796	132	
340R	00-02	35,000	28,500	22,000	16,000	1796	133	
Exige S1	00-02	31,000	24,000	17,000	13,500	1796	136	
MARCOS Marcos Owners' Club (01384 561524); Club Marcos Int (01225 707815)								
GT1800	64-66	20,000	16,000	11,500	7000	1780	115	
1500/1600	66-68	22,000	17,000	12,000	7500	1598	117	
3-litre	69-72	21,750	16,000	11,000	6750	2978	120	
Mini-Marcos	65-74	8500	6500	3250	1600	1275	100	▲
Coupé/Mantula	81-87	14,500	10,000	6000	3500	2792	130	
Mantara	93-97	15,750	12,500	10,000	7500	3946	158	
MASERATI Maserati Club (01494 717701)								
A6G/2000 Zag. cpé	54-57	2.6m	1.75m	1.4m	1.1m	1986	131	▼

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			Mint	Good	Rough			
A6G/2000 coupé	54-57	550,000	475,000	400,000	350,000	1986	131	
3500GT coupé	58-64	165,000	135,000	102,500	70,000	3485	142	
3500GT Spider	58-64	450,000	400,000	330,000	250,000	3485	140	▼
Sebring 3.5/3.7/4.0	62-66	150,000	117,500	90,000	52,500	3485	138	
Mistral coupé	63-70	140,000	110,000	72,500	37,500	3692	147	
Mistral Spyder	64-70	425,000	365,000	275,000	200,000	3692	147	▼
Quattroporte 4.1/4.7	63-71	60,000	40,000	25,000	15,000	4136	130	
Quattroporte III	79-90	20,000	13,000	6500	3500	4930	122	
Mexico	65-72	95,000	70,000	42,000	27,500	4719	150	
Indy	66-74	62,500	49,000	34,000	24,000	4719	156	
Ghibli 4.7	67-70	195,000	150,000	90,000	59,000	4719	155	
Ghibli Spyder	69-71	550,000	495,000	425,000	350,000	4719	154	
Ghibli 4.9 SS	70-73	235,000	175,000	110,000	70,000	4930	172	
Ghibli SS Spyder	71-72	625,000	550,000	475,000	400,000	4930	170	
Bora 4.7/4.9	71-79	167,500	130,000	85,000	45,000	4719	160	
Merak	72-75	42,500	30,000	18,000	10,000	2965	135	
Merak SS	76-83	57,500	42,500	22,000	14,000	2965	147	▲
Khamsin	74-82	130,000	98,500	65,000	40,000	4930	151	
Kyalami 4.1/4.9	76-83	57,500	45,000	28,500	15,000	4930	150	
Biturbo 220-425	81-88	10,000	6000	2500	1200	2491	138	
Biturbo Spyder	84-94	13,250	10,000	4000	2000	2491	138	
Ghibli II	94-97	17,500	12,000	5750	2850	2790	155	
Quattroporte IV	94-01	10,500	8000	5000	2650	2790	158	
3200GT	98-01	15,000	10,650	6850	4850	3217	180	
4200GT	02-07	14,500	10,500	7000	4750	4244	177	
MATRA Matra Enthusiasts' Club (01892 652964)								
Bagheera	73-79	12,000	8000	3500	1250	1442	102	
Murena	80-83	14,000	9000	4000	1500	2155	121	
MAZDA mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)								
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125	
RX7	78-86	15,000	10,000	4500	1250	2292	119	
RX7 S2	86-91	7000	4750	2250	900	2254	140	
RX7 S3	92-95	8000	6500	4000	2000	2608	156	
MX-5	90	6000	4000	1850	1000	1597	121	
MX-5	91-97	4750	3000	1250	500	1839	123	
McLAREN								
F1	93-98	16.9m	15.8m	15m	13.5m	6064	240	
MERCEDES-BENZ M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)								
500K Cabrio A/B/C	34-36	1.25m	1m	700,000	450,000	5016	102	
500K Sports/Rdster	34-36	3m	2.5m	1.95m	1.3m	5016	102	
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	
540K Cabrio A	36-39	1.9m	1.4m	1m	900,000	5401	101	▼
540K Cabrio B/C	36-39	1.1m	875,000	600,000	450,000	5401	100	
540K Special Rdster	36-39	5.75m	4.85m	4m	3m	5401	106	
180/190 Ponton sal	53-62	16,500	11,500	5500	2500	1897	87	
219/220S Ponton sal	56-59	19,500	14,000	6750	3500	2195	101	
220S/SE cabrio	56-60	110,000	75,000	45,000	26,500	2195	101	▼
220S/SE coupé	57-60	54,000	37,500	23,500	15,000	2195	101	
300A/B/C/D sal	51-62	56,500	36,500	20,000	10,000	2996	101	
300 cabrio D	57-62	200,000	145,000	90,000	50,000	2996	100	
300S cab/rdstr	52-55	420,000	325,000	240,000	160,000	2996	112	
300Sc cab/rdstr	55-58	600,000	450,000	325,000	225,000	2996	112	
300Sc coupé	55-58	360,000	290,000	220,000	150,000	2996	112	
300SL Gullwing	54-57	1.45m	1.15m	950,000	750,000	2996	145	▼
300SL roadster	57-63	1.4m	1.1m	800,000	625,000	2996	130	▼
190SL roadster	55-63	125,000	87,500	60,000	40,000	1897	109	
190/200 Fintail sal	61-68	13,000	9500	4000	1750	1988	90	
220/230 Fintail sal	59-68	16,500	11,500	5250	2250	2281	100	
300SE/L Fintail sal	61-65	30,000	20,000	8500	3250	2996	109	
220SEb coupé	61-65	45,000	32,500	17,500	10,000	2195	107	
220SEb cabrio	61-65	100,000	67,500	36,500	22,500	2195	107	▼
300SE coupé	62-67	75,000	50,000	30,000	18,500	2996	110	
300SE cabrio	62-67	160,000	125,000	70,000	47,500	2996	109	
230SL sports	63-67	87,500	62,500	34,000	21,000	2306	121	
250SL sports	67-68	92,500	65,000	36,000	23,000	2496	121	
280SL sports	67-71	115,000	75,000	40,000	26,000	2778	121	
600 saloon	64-81	100,000	75,000	43,000	25,000	6330	120	
250/280S/SE sal	65-72	19,500	13,000	5500	2250	2778	116	
250SEC/280SEC cpé	65-69	55,000	37,500	22,000	13,500	2778	116	▼
250/280SE cab	65-69	125,000	90,000	44,000	24,000	2778	116	
280SE cpé (low grille)	70-72	50,000	35,000	20,500	13,000	2778	116	
280SE cab (low grille)	70-72	100,000	77,500	40,000	22,500	2778	116	
280SE 3.5 coupé	69-71	100,000	75,000	39,500	25,000	3499	127	
280SE 3.5 cabrio	69-71	250,000	190,000	135,000	95,000	3499	127	
300SE/SEL sal	65-69	22,000	14,000	6000	2500	2996	115	
280/300SE/SEL 3.5	69-72	25,000	16,500	7500	3500	3499	128	
300SEL 6.3 saloon	67-72	50,000	37,000	22,500	10,000	6329	132	
200/220/230.4 sal	67-76	11,000	7000	3000	1200	2197	105	
230.6/250/280 sal	67-76	12,000	7500	3250	1300	2746	125	
250CE/280CE coupé	68-76	18,000	12,000	6000	2500	2746	125	
280/350/380/420SL	71-89	30,000	20,000	7500	2750	4196	130	
500/560SL sports	82-89	38,500	24,000	10,000	3750	5547	142	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
300SL (R107)	85-89	35,000	22,000	9500	3750	2962	124	
350/380/450SLC cpé	71-81	22,500	14,000	5000	1750	4520	137	
280S/SE sal	72-80	12,000	7500	3250	1250	2746	118	
350/450SE/SEL sal	72-80	17,500	12,000	5000	1600	4520	130	
200/230E sal	75-84	11,750	8000	3600	1500	2299	114	
250/280E sal	75-84	12,000	8250	3750	1650	2746	124	
230/280CE coupé	77-85	16,000	11,500	5000	2000	2746	125	▲
G-wagon (W460)	79-92	27,500	17,500	7500	3500	2746	102	
450SEL 6.9 sal	76-80	38,500	27,000	13,500	6750	6834	140	
280SL-SL320 (R129)	89-01	13,500	8500	3500	1600	2960	142	
500SL/SL500 (R129)	89-01	17,500	11,250	4750	2300	4973	155	
600SL/SL600 (R129)	92-01	26,500	18,500	7750	3750	5987	155	
380/420/500SEC	81-91	19,000	13,000	6500	2250	4973	138	
560SEC	86-91	21,000	14,500	8000	3000	5547	151	
300SE-500SE sal	80-91	9750	6250	2200	850	4973	147	▲
500/560SEL sal	80-91	13,000	8000	2900	1200	5547	156	
190E sal	82-92	6750	4750	1850	800	1997	119	
190E 2.3/2.5-16	83-92	30,000	20,000	10,000	6000	2299	143	
W124 Coupé	87-95	8500	5500	2000	650	2962	139	
E220, E320 Cabrio	91-97	18,000	12,000	5500	2650	3199	142	
W124 sal/est	84-95	7500	4750	1750	650	3199	146	▲
500E saloon	90-95	45,000	35,000	17,500	10,000	4973	155	
SLK230 Komp'	97-04	4500	2750	1000	450	2295	140	
SL55 AMG	02-08	17,500	12,500	8500	5750	5439	155	
SLR McLaren	03-10	220,000	175,000	150,000	n/a	5439	208	▼
MESSERSCHMITT Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)								
KR175/200	53-64	25,000	17,500	11,000	6500	191	65	
TG500 Tiger	58-61	100,000	80,000	60,000	40,000	493	75	
MG Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)								
SA saloon	36-39	37,500	30,000	22,000	13,000	2322	80	
SA tourer/dhc	36-39	62,500	46,000	30,000	19,000	2322	80	
VA saloon	37-39	27,500	20,000	13,000	8000	1548	80	
VA tourer/dhc	37-39	37,500	25,000	17,500	11,000	1548	81	
WA saloon	38-39	45,000	35,000	25,000	15,000	2561	91	
WA tourer/dhc	38-39	80,000	60,000	40,000	24,000	2561	91	
TA/TC	36-49	32,000	22,500	13,500	8750	1250	78	▼
TD	49-53	21,500	15,500	10,000	6200	1250	80	
TF1250/1500	53-55	29,000	20,000	13,000	7000	1466	85	
YA/YB	47-53	15,000	9750	4200	1250	1250	71	
Magnette ZA/ZB	53-59	17,000	11,000	4500	2000	1489	82	
MGA Roadster	55-62	30,000	20,000	12,000	7500	1489	98	
MGA Coupé	56-62	23,500	16,000	10,000	6000	1489	98	▼
MGA Twin Cam Rdstr	58-60	46,500	33,000	23,000	14,500	1588	115	
MGA Twin Cam Cpé	58-60	37,000	27,000	17,500	12,000	1588	115	
Magnette III/IV	59-68	10,000	6750	2900	1350	1622	87	
1100/1300	62-71	10,000	7000	2950	1300	1275	97	
MGB roadster p/h	62-65	20,500	14,500	7500	4000	1798	103	
MGB roadster	65-67	17,000	12,000	6000	3000	1798	103	
MGB GT	65-67	15,000	10,000	4900	2250	1798	103	
MGB MkII roadster	67-71	16,250	11,000	5400	2500	1798	103	
MGB MkII GT	67-71	13,000	8400	3750	1600	1798	103	
MGB MkIII roadster	71-74	15,750	10,000	5000	2250	1798	100	
MGB MkIII GT	71-74	11,500	7750	3400	1500	1798	96	
MGB roadster	75-80	11,500	7500	3000	1250	1798	96	
MGB GT	75-80	9500	6000	2250	850	1798	104	
MGC roadster	67-69	27,500	18,500	9950	4250	2912	120	▲
MGC GT	67-69	25,000	16,000	8000	3650	2912	120	▲
MGB GT V8 chrome	73-74	25,000	16,500	7950	3850	3528	125	
MGB GT V8 rubber	74-76	20,000	13,000	6400	3000	3528	125	
Midget MkI	61-64	12,250	8250	4000	1750	948	86	
Midget MkII	64-66	11,750	8000	3650	1600	1098	90	
Midget MkIII	66-74	12,000	8000	3250	1250	1275	96	
Midget 1500	74-79	7500	5000	1650	600	1498	101	
Metro	82-90	7250	5250	2750	1500	1275	100	
Metro Turbo	83-89	14,000	10,000	5000	2500	1275	110	
Montego Turbo	85-91	9000	6500	3500	1850	1994	124	
Maestro Turbo	89-91	15,500	11,500	7000	4000	1994	128	
Metro 6R4	85-86	140,000	115,000	85,000	62,500	2991	120	
RV8	93-96	19,000	14,500	10,000	6250	3946	136	
MGF/TF	95-05	3300	1900	800	375	1796	126	
ZT260 V8	03-05	11,000	7750	4750	3250	4601	155	
MITSUBISHI								
Starion Turbo	82-89	14,000	10,000	4500	2000	1997	133	
3000GT/GTO	90-01	8000	5750	2750	1250	2972	153	
Evo IV-VI	97-99	27,500	20,000	11,000	5500	1997	150	
MORGAN Sports Car Club (01384 254480); Three-Wheeler Club (01823 277852)								
4/4 Series I	36-50	38,000	27,500	17,500	10,000	1267	70	▼
Plus 4 (Vanguard)	50-53	36,000	26,000	16,000	8250	2088	85	▼
Plus 4 (TR)	54-69	36,500	26,500	17,500	8500	1991	96	▼
Plus 4 SS	61-69	70,000	50,000	30,000	20,000	2138	120	▼
4/4 SII/III/IV/V	54-68	27,500	20,000	12,500	7600	1498	85	▼
4/4 1600/CVH	68-93	25,000	18,000	10,750	6750	1597	105	▼

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
4/4 1800 (Zetec)	93-06	21,000	17,000	13,000	8000	1796	106	
Plus 4	85-87	21,000	16,000	11,000	8000	1994	109	
Plus 4	88-00	21,500	17,000	12,500	8500	1994	115	▼
Plus 8	68-72	46,500	31,000	20,000	14,000	3528	125	
Plus 8	73-86	40,000	28,000	17,500	12,000	3528	125	
Plus 8 injection	84-04	34,000	25,000	15,000	10,000	3528	125	▼
MORRIS Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675)								
Minor MM lowlamp	48-51	13,000	9000	4500	2250	918	64	
Minor MM L-L Tourer	48-51	20,000	12,500	6750	3500	918	64	
Oxford MO	48-54	7000	5000	2400	1100	1476	72	
Six	49-54	8500	6500	2500	1200	2215	86	
Minor MM/SII	50-56	9000	6750	2850	1100	803	63	
Minor MM/SII conv.	50-56	13,000	8750	3750	1850	803	63	
Minor SII Traveller	53-56	16,500	11,000	4600	1600	803	63	
Minor 1000	56-70	10,500	7000	3000	1000	1098	77	
Minor 1000 conv.	56-69	13,500	9250	4000	1850	1098	77	
Minor 1000 Traveller	56-71	17,000	11,500	4850	1400	1098	76	▲
Isis	55-58	6750	4850	2250	1000	2639	90	
Oxford/Cowley II-III	54-60	6000	4000	1650	800	1489	78	
Oxford V-VI	59-71	8000	5500	2250	1100	1622	80	
Marina Coupé	71-78	3500	2250	1100	550	1798	95	
Marina TC/GT	71-78	4000	2500	1300	700	1798	100	
NISSAN								
300ZX Turbo	84-89	10,250	7000	3250	1500	2960	149	
300ZX	89-00	14,500	9500	4000	2000	2960	155	
Figaro	91	8500	5500	2250	1000	987	98	
Skyline GT-R R32	89-94	52,000	40,000	22,000	15,000	2568	155	
Skyline GT-R R33	95-99	47,500	37,500	20,000	12,500	2568	155	
NSU NSU Owners' Club (01883 744431); Ro80 Club (01274 484091)								
Prinz	58-72	9000	6000	2750	1200	598	71	
Sport Prinz coupé	59-67	9500	6750	3000	1500	598	76	
Wankel spider	64-67	15,500	11,750	6250	3500	497	95	▼
1000	64-72	7500	5000	2400	1200	996	80	
1200TT	67-72	18,500	12,750	8000	5000	1177	110	
Ro80	67-76	13,000	9000	4000	1250	995	108	
OPEL Vauxhall-Opel Drivers' Club (01362 692020); Opel Manta OC (manta.club.org)								
Commodore/GS/E	67-77	10,000	6000	2650	1250	2490	121	
GT	68-73	15,500	11,000	5500	2600	1897	111	
Manta A coupé	70-75	15,000	10,000	5000	2400	1897	105	
Manta GT/E	75-88	13,500	9500	4500	2000	1979	122	
Monza cpé	78-87	12,500	8250	3600	1600	2968	128	
PANHARD Panhard et Levassor Club GB (0161 483 8262)								
PL17 saloon	59-64	8750	6000	2750	1400	845	75	
24CT coupé	64-67	15,000	10,000	4750	2250	845	100	
PANTHER Panther Car Club Ltd (07971 866829)								
J72	72-81	42,500	30,000	20,500	15,000	4235	115	
De Ville	74-85	65,000	42,500	32,000	24,000	5343	135	
Lima/Kallista	76-90	13,000	10,000	5000	2750	1596	98	
Kallista 2.8/2.8i/2.9i	82-90	14,500	10,750	5750	3250	2933	112	
PEERLESS/WARWICK TR Register (01235 818866)								
GT	57-62	27,500	20,000	11,500	7000	1991	105	
PEUGEOT Club Peugeot UK (020 8888 8772)								
203 saloon	48-60	8500	6500	3000	1350	1290	70	
403 cabrio	57-61	36,000	25,000	15,000	7500	1468	81	
204/304 saloon	65-74	4000	2750	1400	750	1288	90	
204/304 coupé	67-75	7500	5500	2500	1200	1288	90	
204/304 cabrio	67-75	11,500	8250	3650	1600	1288	88	▲
404 saloon	60-75	8000	5750	2850	1400	1618	90	
504 saloon	68-83	3850	2750	1350	650	1971	104	
504 cabrio	69-83	24,000	16,000	8500	4500	1971	105	
504 coupé	69-83	11,250	7750	3750	1750	1971	107	
504 V6 cabrio	74-83	28,500	19,000	11,000	5500	2664	117	
205 T16	83-85	200,000	160,000	135,000	115,000	1774	130	
205GTi 1.6	84-90	19,500	12,500	4950	1650	1580	122	
205CTI cabrio	86-92	7500	5000	2200	900	1580	120	
205GTi 1.9	87-94	24,000	15,000	6000	1900	1905	126	
309GTi	87-93	12,500	9000	4000	1500	1905	122	▲
106 Rallye S1/S2	94-99	9000	6250	3000	1500	1587	121	
106 GTI	96-04	7600	5400	2500	1250	1587	122	
406 Coupé	97-03	3250	2000	750	400	2946	141	
PIPER Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk								
GTT/P2 1.6	68-74	25,000	18,500	13,500	9500	1599	115	
PORSCHE Porsche Club GB (01608 652911); Enthusiasts' Club (01246 279358)								
356 pre-A Gmund	49-50	1.1m	900,000	700,000	600,000	1086	90	
356 pre-A	51-55	230,000	160,000	120,000	90,000	1488	90	
356 cabrio 1.3/1.5	51-55	265,000	185,000	150,000	110,000	1488	90	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
356 Speedster	54-58	335,000	260,000	200,000	160,000	1488	92	
356 Convertible D	58-59	215,000	150,000	110,000	70,000	1488	92	
356A	55-59	90,000	65,000	39,000	25,000	1582	113	
356B/C	60-65	82,500	57,500	33,500	22,000	1582	113	
356A cabrio	55-59	160,000	115,000	75,000	48,500	1582	113	
356B roadster	60-61	175,000	130,000	80,000	50,000	1582	113	
356B/C cabrio	60-65	137,500	100,000	64,000	40,000	1582	113	
356A/B Carrera	55-62	450,000	330,000	260,000	200,000	1582	113	
Carrera 2	63-65	420,000	335,000	275,000	240,000	1966	125	
911 2.0	64-65	175,000	135,000	100,000	65,000	1991	131	
911/L 2.0	66-68	125,000	90,000	57,500	40,000	1991	131	
911S 2.0	66-69	165,000	125,000	85,000	60,000	1991	140	
912	65-69	59,500	43,500	27,500	17,500	1582	112	▲
911T	67-73	77,500	57,500	34,500	24,000	2195	131	
911E	68-73	87,500	65,000	37,500	27,500	2341	138	
911S 2.2	69-71	137,500	105,000	75,000	53,000	2195	144	
914-4	69-75	25,000	17,500	8000	4000	1795	112	
914-6	69-72	84,000	60,000	37,500	25,000	1991	125	
911S 2.4	71-73	160,000	115,000	80,000	57,500	2341	144	▲
Carrera RSL	72-73	850,000	650,000	500,000	400,000	2687	149	
Carrera RST	72-73	525,000	385,000	275,000	190,000	2687	149	
911 2.7	73-77	42,000	32,000	18,000	11,000	2687	135	
911S 2.7	73-77	55,000	42,000	27,500	17,500	2687	140	▲
Carrera 2.7MFI	73-77	200,000	150,000	110,000	85,000	2687	148	▲
911 Turbo (930) 3.0	75-77	160,000	125,000	100,000	72,000	2995	156	
Carrera 3.0	76-77	82,500	52,500	37,500	25,000	2994	146	
924	76-85	6000	3950	1600	750	1984	126	
924 Turbo	78-83	18,000	12,000	5750	2500	1984	144	
924 Carrera GT	80-81	70,000	55,000	37,500	26,500	1984	150	
924S/Le Mans	85-88	9250	6250	2500	1250	2479	136	
928/S/S2	77-87	26,000	18,000	10,000	3000	4664	155	
928S4	86-95	28,500	20,000	10,500	4500	4957	161	
928GT	89-92	35,000	24,000	15,000	7000	4957	168	
928GTS	91-95	56,500	42,500	25,000	12,000	5396	171	
911 Turbo (930) 3.3	77-90	145,000	110,000	75,000	47,500	3299	160	
911 Turbo Cabrio	86-90	127,500	95,000	60,000	42,000	3299	158	
911SC 3.0	77-83	60,000	44,000	25,000	15,000	2994	149	▲
911 Carrera 3.2	83-89	55,000	40,000	23,000	14,000	3164	158	▲
911 Carrera cabrio	83-89	50,000	36,000	22,000	13,500	3164	155	▲
Carrera Supersport	84-89	80,000	60,000	40,000	26,500	3164	158	▲
911 Speedster	88-89	147,500	120,000	90,000	60,000	3164	158	
959	87-88	1m	810,000	685,000	510,000	2994	190	
Carrera Club Sport	87-89	130,000	100,000	68,000	42,000	3164	154	
944	82-87	11,500	7400	3000	1200	2479	134	
944 Turbo	85-91	25,000	17,000	8500	4000	2479	157	▲
944S	86-88	12,500	8250	3500	1500	2479	140	
944S2	88-92	14,500	10,500	4400	1900	2990	149	
944S2 Cabrio	89-92	18,000	12,000	5250	2400	2990	149	▲
944 Turbo Cabrio	91-92	28,000	20,000	14,000	7500	2479	150	
911 (964)	89-94	67,500	50,000	30,000	20,000	3600	158	
911 Turbo (964)	90-94	140,000	110,000	75,000	40,000	3299	167	
911 Carrera RS (964)	92-94	275,000	205,000	165,000	132,500	3600	162	▲
968	92-95	16,000	12,750	7250	4000	2990	150	
968 Sport	94-95	24,000	16,500	10,000	6000	2990	151	
968 Club Sport	93-95	42,000	28,500	15,750	8000	2990	154	
911 Carrera (993)	94-97	64,000	47,500	32,000	22,500	3600	160	▲
911 Turbo 4 (993)	95-98	165,000	130,000	90,000	60,000	3600	180	▲
911 Turbo S (993)	97-98	320,000	260,000	190,000	150,000	3600	182	▲
911 C4S/C2S (993)	95-97	97,500	77,500	52,500	32,500	3600	171	▲
911 Carrera RS (993)	94-95	340,000	277,500	235,000	185,000	3746	172	▲
911RS Clubsport	95-96	360,000	300,000	255,000	200,000	3746	175	▲
911 GT2 (993)	95-98	990,000	800,000	685,000	500,000	3600	187	▲
Boxster 2.5	96-99	6500	4650	2600	1700	2480	149	
Boxster 2.7	99-04	7500	5500	3200	1950	2687	156	
Boxster 3.2S	99-04	10,000	7000	3850	2500	3179	164	
911 Carrera (996)	97-05	24,000	17,000	10,500	6750	3387	170	
911 GT3 (996)	99-05	77,500	60,000	45,000	37,500	3600	188	
911 Turbo (996)	99-05	43,500	32,500	24,000	20,000	3600	189	
911 GT2 (996)	01-05	108,000	95,000	82,500	70,000	3600	198	▼
RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)							
Sabre 4/6	61-64	11,000	8750	5750	2600	2553	110	
Scimitar SE4/a/b	64-70	16,000	10,000	4000	2000	2994	121	
Scimitar GTE SE5/5a	68-75	12,000	7750	2850	1100	2994	123	
Scimitar GTE SE6/6a	75-80	10,500	7000	2600	1000	2792	120	
Scimitar GTC	80-85	13,000	8250	3500	1600	2792	119	
Scimitar GTE SE6b	80-86	9400	6650	2650	1000	2792	122	
Middlebridge Scim'	88-90	30,000	24,000	16,000	10,000	2933	140	
Scimitar SS1	85-89	5000	3200	1350	550	1596	108	
Scimitar SS1 1800Ti	86-89	5900	4000	1750	800	1809	126	
RENAULT	Renault Owners' Club (renaultownersclub.com/)							
4CV	47-61	8500	6000	3600	2000	747	65	
Dauphine	54-63	8000	5500	2500	1100	845	70	
Dauphine Gordini	58-67	15,000	10,500	5000	2500	845	83	
Floride/Caravelle cpé	59-68	11,000	8000	3500	1600	1108	90	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Floride/Caravelle con	59-68	14,000	9500	4500	2000	1108	90	▲
R4	62-80	8000	5000	2200	1000	1108	72	
R8/R10	62-71	6400	4250	2000	800	1108	84	
R8 Gordini	67-70	32,500	25,000	17,000	12,000	1255	108	
16GL/DL/TS/TX	65-79	11,500	8000	3500	1500	1565	105	
5 hatch	72-84	4000	2750	1500	700	1289	96	
5 hatch	84-96	3000	2000	1000	450	1397	109	
5 Turbo 2	83-86	85,000	57,500	35,000	25,000	1397	124	
5GT Turbo	86-91	26,500	18,500	8500	4000	1397	123	▲
Clio Williams	94-95	24,500	16,500	8250	4000	1998	134	▲
RILEY	Riley RM Club (01352 700427); Riley Motor Club (01902 773197)							
RMA/RME 1½ saloon	45-55	15,000	11,000	5500	2500	1496	81	
RMB/RMF 2½ saloon	46-53	19,250	14,500	7750	3750	2443	91	
Roadster RMC	48-50	40,000	26,000	15,000	8250	2443	100	
RMD convertible	48-51	28,500	20,000	12,500	6750	2443	91	
2.6/Pathfinder	53-59	11,750	7500	3400	1650	2443	101	
One Point Five	57-65	10,500	7500	3250	1500	1489	85	
4/68, 4/72	59-69	11,250	7750	3250	1400	1622	88	
Elf MkI/II 848/998	61-69	8300	6400	3000	1500	998	75	
Kestrel 1100/1300	65-69	7250	5000	2250	1000	1098	87	
ROCHDALE	Rochdale Owners' Club (01364 654419)							
GT	57-61	13,500	8750	4500	2500	1172	85	▼
Olympic	60-73	11,750	8000	4000	2250	1489	105	▼
ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)							
Silver Ghost	07-14	1.5m	1.35m	1.1m	875,000	7428	75	▼
Silver Ghost	18-25	385,000	310,000	245,000	155,000	7428	78	▼
Phantom I/II	25-35	300,000	190,000	80,000	30,000	7668	88	
Phantom III	36-39	230,000	140,000	62,000	27,500	7340	92	
Silver Wraith 4.3/4.6	47-59	49,000	36,000	19,000	10,500	4257	92	
Silver Dawn sal	49-55	42,500	29,500	16,000	8000	4566	98	
Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98	
Silver Cloud I saloon	55-59	38,000	27,000	16,500	8000	4887	101	
SCI Mulliner con	55-59	450,000	325,000	240,000	175,000	4887	101	
Silver Cloud II sal	59-62	44,000	30,000	17,500	8500	6230	115	
SCII Mulliner con	59-62	275,000	200,000	125,000	85,000	6230	112	
Phantom V/VI limo	60-77	125,000	80,000	37,500	22,000	6230	112	
Silver Cloud III sal	62-66	50,000	35,000	19,000	9000	6230	116	
SCIII MPW con	62-66	250,000	170,000	95,000	60,000	6230	116	
Shadow/Wraith	66-80	21,000	14,000	6250	2000	6750	120	
MPW/Corniche cpé	66-80	46,500	32,000	18,000	8750	6750	119	
MPW/Corniche con	67-90	72,000	50,000	27,000	15,000	6750	119	
Camargue	75-86	52,000	42,000	25,000	13,000	6750	115	
Silver Spirit/Spur	80-89	13,500	9500	4500	1650	6750	119	
Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119	
Flying Spur	94-95	27,500	17,500	12,500	9000	6750	130	
Silver Seraph	98-01	30,000	22,500	17,500	10,000	5379	140	
ROVER	P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SD1 Club (08451 306230)							
P3 60	48-49	12,000	9000	4000	1900	1595	75	
P3 75	48-49	14,000	11,000	4500	2000	2103	85	
P4 75 'Cyclops'	50-52	16,000	11,500	5500	2400	2103	84	
P4 60/75/80	52-62	9250	6000	2250	800	2286	85	
P4 90	54-59	10,750	7250	2900	1000	2638	90	
P4 105R	57-58	8500	5950	2200	800	2638	91	
P4 105S/100	57-62	11,000	7500	3250	1350	2638	96	
P4 95/110	62-64	11,000	7250	3000	1100	2625	100	
P5 3-litre	58-67	13,000	7250	2850	1250	2995	107	
P5 Coupé	63-67	17,000	10,500	4750	1900	2995	108	
P5B 3½-litre	67-73	16,750	11,000	5000	2100	3528	113	
P5B 3½-litre Coupé	67-73	32,000	20,000	8750	2750	3528	115	
P6 2000/TC	63-69	8250	5000	2350	1000	1978	115	
P6 2000/2200/TC	70-77	7500	4000	1850	750	2205	112	
P6 3500	68-76	10,000	6500	2250	1100	3528	117	▲
P6 3500S	71-76	12,000	7750	3000	1400	3528	126	
SD1 2.0/2.3/2.6	76-86	6500	4000	1750	750	2597	117	
SD1 3500	76-86	9000	6250	2400	1200	3528	125	▲
SD1 VdP	80-86	10,000	7000	3000	1400	3528	126	
SD1 Vitesse	82-86	13,500	9000	4250	1850	3528	133	
SD1 Vitesse TP	85-86	24,000	17,500	8000	3250	3528	135	
Mini	90-00	9000	6400	3000	1400	1275	88	
Mini Cooper/S	91-00	13,500	9500	4200	1750	1275	97	
200 BRM LE	98-99	6000	4000	1850	900	1796	127	▲
75 V8	04-05	9500	7000	4500	3000	4601	150	
SAAB	Saab Owners' Club (07071 719000); Enthusiasts' Club (01942 878738)							
96 Bullnose	60-65	13,500	8750	4250	2250	841	80	
96 Longnose	65-68	13,000	8500	4000	2000	841	79	
Sport/Monte Carlo	62-66	14,500	10,000	5500	3000	841	88	
96/95 V4	67-79	10,000	7250	3500	1400	1498	93	
Sonett	67-74	16,000	11,000	5500	2750	1498	100	
99	68-84	7500	5500	2650	1200	1985	101	
99 Turbo	77-82	14,000	10,000	4750	2200	1985	125	

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			Mint	Good	Rough			
900 (sal)	79-93	6600	4200	1750	800	1985	106	
900 Turbo (sal/con)	79-93	11,000	8250	3250	1250	1985	133	
900 Convertible	86-93	9500	6000	2500	1000	1985	126	▲
SIMCA	Simca Club UK (01737 765331)							
1000/1200S coupé	62-71	16,000	11,000	5000	2000	1204	105	
SINGER	Singer Owners (01780 762740); Association of Singer Car Owners (01923 778575)							
9 Roadster/4A/4B/4C	39-52	14,500	9750	5600	3400	1074	70	
SM/4AD Roadster	51-55	14,250	9250	4900	2850	1497	72	▲
Gazelle saloon	55-67	7500	5000	2250	950	1497	77	▲
Gazelle con	56-62	11,750	8500	4250	2000	1497	77	
Vogue I-IV 1.6/1.7	61-66	8000	5000	2200	1000	1725	91	
Chamois	64-70	6400	4250	2000	1000	875	80	▲
Chamois coupé	65-70	7000	4750	2400	1100	875	81	▲
New Gazelle/Vogue	66-70	6000	4000	1650	725	1725	94	
SKODA	Skoda Owners' Club of GB (01279 815183)							
Octavia 1.1/1.2	59-64	4500	3000	1500	800	1089	75	
Felicia convertible	59-64	8500	6000	3000	1500	1221	82	
1000MB, S100	65-77	3500	2400	900	450	988	80	
S110R coupé	70-80	4850	3750	1500	750	1107	90	
Rapid coupé	84-91	3250	2500	1200	650	1289	93	
STANDARD	Standard Motor Club (01676 522181)							
Vanguard I	48-52	9750	6750	3200	1500	2088	79	
Vanguard II/III	53-58	6850	4650	1900	950	2088	79	
Vanguard Sportsman	56-58	6000	4250	2000	1000	2088	83	
V'grd Vignale/Lux Six	58-63	5600	4000	1900	1000	1998	87	
Eight	53-59	5250	3600	1650	750	803	61	
Ten/Pennant	54-59	5750	4000	1900	900	948	69	
Ensign/De Luxe	57-63	5500	3850	1850	900	2138	85	
STUDEBAKER								
Avanti	62-64	42,500	30,000	20,000	13,500	4737	120	
SUBARU	The Subaru Impreza Drivers' Club (sidc.co.uk)							
Impreza Turbo	93-00	6500	4200	2000	800	1994	144	
Impreza WRX STi	97-00	11,000	8000	3750	1850	1994	150	
Impreza 22B	98	110,000	87,500	65,000	47,500	1994	154	
Impreza WRX P1	00-01	44,000	36,000	20,000	14,000	1994	150	▼
SVX	91-97	7500	5000	2000	1000	3300	143	
SUNBEAM	Sunbeam Talbot Alpine Register (01621 778492); Sunbeam Alpine OC 01376 342025); Tiger OC (01207 508296)							
Talbot 80	48-50	8750	5600	2500	1250	1185	72	
Talbot 80 Coupé	48-50	11,000	8000	4250	2500	1185	72	
Talbot 90 (all Mks)	48-57	10,000	6250	3000	1500	1944	90	
Talbot 90 Coupés	49-57	17,000	12,500	6000	3650	1944	90	
Alpine convertible	53-55	46,500	32,000	18,500	9750	2267	95	
Alpine I sports	59-60	17,250	11,250	5500	2400	1494	95	
Alpine II sports	61-63	13,000	9500	4400	1750	1592	101	
Alpine III sports	63-64	16,000	10,500	5250	2200	1592	100	
Alpine IV sports	64-65	12,750	9000	4000	1650	1592	92	
Alpine V sports	65-68	19,500	12,500	6500	2750	1725	100	
Harrington GT	61-63	28,000	19,000	10,000	4500	1592	105	
Tiger I	64-66	62,000	40,000	22,000	15,000	4261	120	▼
Tiger II	67-68	77,500	57,500	31,000	23,000	4727	125	▼
Rapier I-V	55-67	12,000	8000	3500	1500	1725	95	
Rapier II-IIIA con	58-63	14,500	10,750	5000	2500	1592	87	
Rapier/Alpine	67-76	7250	5000	2200	1000	1725	102	
Rapier H120	68-76	9250	6500	3000	1500	1725	106	
Imp Sport	66-76	7750	5000	2500	1200	875	90	▲
Stiletto	67-72	8750	6250	2750	1300	875	90	▲
SUZUKI	SCORE (suzuki-cappuccino.com)							
SC100	79-82	3500	2600	1600	800	970	87	
Cappuccino	92-96	6500	4250	1800	750	657	83	
SWALLOW	TR Register (01235 818866)							
Doretti	54-55	62,000	45,000	28,000	17,500	1991	102	▼
TALBOT	Sunbeam Lotus Owners' Club (01423 734624)							
Sunbeam 1600 Ti	79-81	12,000	7250	3500	1750	1598	107	
Sunbeam-Lotus	79-81	47,500	29,500	15,000	8500	2174	120	
TALBOT-LAGO								
T150 SS 'teardrop'	36-39	4.4m	3.7m	2.9m	2.2m	3996	115	▼
T26 Record Cabrio	47-50	175,000	145,000	92,500	60,000	4482	108	▼
TOYOTA	Toyota Enthusiasts' Club (020 8898 0740)							
2000GT	67-70	475,000	400,000	330,000	285,000	1988	128	
Crown 2600 MkI/II	71-79	6500	4500	2000	1000	2563	106	
Celica ST 1.6/2.0	70-77	22,000	15,000	8000	4000	1588	105	
Celica GT 1.6/2.0	74-77	23,500	16,500	8500	4400	1968	111	
Celica Supra 2.8i	82-85	14,000	10,000	5000	3000	2795	126	

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			Mint	Good	Rough			
Celica GT	85-90	4250	2800	1400	800	1998	130	
Celica GT-Four	86-90	8000	5750	2750	1400	1998	135	
MR2	84-90	11,500	7250	3000	1400	1587	124	▲
MR2 Mk2	90-99	8400	6250	2450	850	1998	137	▲
Supra	86-93	11,500	8000	3750	1750	2954	135	▲
Supra Turbo	88-92	16,500	11,500	5250	2400	2954	142	
Supra Turbo	93-02	25,000	16,500	8000	4000	2997	156	▲
Sera	90-95	3950	2500	1100	500	1496	120	
TRIDENT	Trident Car Club (020 8644 9029)							
Clipper V8	67-78	32,000	22,000	12,000	7000	4727	140	
TRIUMPH	Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)							
Roadster 1800/2000	46-49	24,500	17,500	10,500	5750	2088	77	
1800/2000/Renown	46-54	9500	6750	3200	1600	2088	74	▼
Mayflower	50-53	5200	3350	1650	750	1247	65	
TR2	53-55	34,000	24,000	14,000	8500	1991	107	▼
TR3/3A 2.0/2.2	55-61	30,000	21,500	11,500	6500	1991	106	▼
TR4	61-65	29,000	20,000	11,000	6000	2138	109	
TR4A	64-67	31,250	22,000	12,000	6500	2138	110	▼
TR5 PI	67-68	50,000	39,000	24,500	16,000	2498	121	
TR6 'CP'	69-73	26,000	17,250	9750	5500	2498	119	▼
TR6 'CR'	73-76	22,500	15,000	8750	4750	2498	116	
TR7	75-81	6500	4200	1650	750	1998	110	▲
TR7 convertible	80-81	8000	5500	2400	1000	1998	109	
TR8	78-81	14,000	9000	5000	2500	3528	135	
TR8 convertible	80-81	15,000	10,000	6000	2850	3528	130	
Herald/S saloon	59-64	6250	4600	1900	950	1147	76	
Herald coupé	59-64	7500	5600	2750	1400	948	79	
Herald conv	60-61	8500	6250	2650	1250	948	79	
Herald 1200	61-70	5850	4250	1600	750	1147	80	
Herald 1200 conv	61-67	8250	6000	2500	1200	1147	80	
Herald 12/50	63-67	6850	4850	1900	950	1147	84	
Herald 13/60	67-71	5750	3750	1500	750	1296	87	
Herald 13/60 conv	67-71	8000	5750	2400	1200	1296	85	
Vitesse 1600	62-66	8500	6000	2600	1200	1596	88	
Vitesse 1600 conv	62-66	12,000	7500	3500	1500	1596	91	
Vitesse 2-litre MkI	66-68	8000	5500	2400	1100	1998	95	
Vitesse MkI conv	66-68	11,500	7250	3400	1500	1998	95	
Vitesse MkII	68-71	8750	6250	2650	1200	1998	102	
Vitesse MkII conv	68-71	14,000	9500	4000	1750	1998	100	
Spitfire 4	62-65	20,000	13,500	6500	3000	1147	94	
Spitfire Mk2	65-67	18,000	12,500	5750	2650	1147	94	
Spitfire Mk3	67-70	12,500	8000	3750	1750	1296	100	
Spitfire MkIV/1500	70-78	9500	6750	2750	1100	1493	101	
GT6 MkI	66-68	24,000	15,500	7500	3200	1998	109	
GT6 MkII	68-70	22,500	14,250	6750	3000	1998	109	
GT6 MkIII	70-74	20,000	13,000	5750	2400	1998	112	
2000 MkI	63-69	8250	6000	3000	1400	1998	98	
2000/2500 MkII	69-77	6750	5000	2250	1000	1998	98	
2.5PI/2500TC	68-77	8000	5500	2500	1200	2498	107	
2500S	75-77	11,000	7000	3000	1400	2498	108	▲
Stag	70-77	22,500	14,500	6000	2000	2997	117	▲
1300/1500 fwd	65-73	6500	4000	1650	700	1296	86	
1300TC fwd	65-70	7000	4500	1850	800	1296	93	
Dolomite 1850	72-81	7000	4500	1900	900	1854	100	
Dolomite Sprint	73-81	17,500	11,750	4200	2000	1998	117	
Acclaim	81-84	2200	1300	650	350	1335	97	▲
TUCKER	(tuckerclub.org)							
Torpedo	48	1.25m	1.1m	950,000	725,000	5474	120	▲
TURNER	Turner Register (01895 256799)							
803/950 Sports	55-59	14,000	10,000	5500	2000	948	90	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	16,000	12,000	7250	3500	1498	100	
TVR	TVR Car Club (01952 822126)							
Grantura I-1800S	57-67	32,500	24,000	14,000	8500	VAR	107	
Griffith 200/400	63-65	90,000	70,000	47,500	35,000	4727	155	
Tuscan V6	69-71	30,000	21,500	14,250	9000	2994	125	
Vixen S1-4	67-73	25,000	18,500	12,500	8000	1599	107	▼
1600M	72-77	20,000	14,500	8000	5000	1599	105	▼
2500M	72-77	19,000	14,000	8250	5250	2498	109	▼
3000M/Taimar	72-79	21,000	15,750	9500	6000	2994	121	
3000S convertible	78-79	26,500	17,500	11,000	7000	2994	119	
Tasmin/280i fhc/con	80-87	7500	5250	2500	1250	2792	126	
Tasmin/350i inc 2+2	83-89	7000	5000	2750	1550	3528	136	
V8/350i convertible	83-89	10,000	6500	3500	2000	3528	130	
390SE	85-88	10,500	7000	4500	2400	3905	143	
400/420/450SEAC	86-91	20,000	16,000	11,000	7000	4441	165	
400/450SE	88-91	13,000	9250	6250	4250	4441	155	
S 2.8/2.9	86-92	10,500	7500	4000	2000	2922	141	
V8S	91-94	15,000	11,000	8000	6000	3943	150	
Griffith 4.0/4.3	91-93	16,000	12,000	8750	6000	4228	161	
Griffith 500	93-00	21,000	16,000	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	15,000	10,500	6500	4500	3950	152	
Chimaera 450/500	96-03	16,500	12,500	8500	6500	4988	162	
Cerbera 4.2	96-03	22,000	16,500	10,000	7000	4280	180	
Cerbera 4.5	97-03	25,000	21,000	16,500	13,000	4441	195	
Cerbera Speed Six	00-03	20,000	16,000	12,000	9500	3948	170	
Tuscan Speed Six	99-05	24,000	21,000	17,000	13,500	3996	184	
Tamora	02-06	22,000	17,500	15,000	12,000	3605	160	
T350	02-06	27,500	22,000	16,500	13,000	3605	175	
Sagaris	04-06	66,000	59,500	50,000	n/a	3996	185	
VANDEN PLAS	VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS							
4-litre Princess	57-68	12,000	8000	3750	1650	3995	89	▼
3-litre I/II	59-64	12,500	8750	3850	1600	2912	105	▼
4-litre R	64-68	16,000	10,500	4250	1750	3909	110	
Princess 1100/1300	63-74	7400	4950	2200	1100	1275	87	
1500/1.5/1.7	74-80	6000	4000	1750	800	1748	90	▲
VAUXHALL	Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)							
Wyvern/Velox L sal	48-51	9500	6500	2950	1450	2275	75	
Wyvern/Velox E	51-57	13,500	9500	3600	1650	2262	82	
Cresta E	54-57	14,000	10,000	4650	2000	2262	84	
Velox/Cresta PA	57-62	20,000	13,000	5750	2400	2651	94	
Victor F	57-61	10,000	6500	2500	1200	1507	74	▲
Victor FB	61-64	6500	4600	2000	950	1594	77	
VX4/90 FB	61-64	7500	5200	2600	1250	1507	88	
Velox/Cresta PB	62-65	7250	5000	2200	950	2651	94	
Victor 101 FC	64-67	5250	3750	1800	900	1594	83	
VX4/90 FC	64-67	6750	4500	2250	1100	1594	89	
Cresta PC/Viscount	65-72	6500	4400	2000	950	3293	99	
Victor FD 1.6/2.0	67-72	4000	2650	1300	650	1975	95	▲
VX4/90 FD	69-72	6500	4250	2000	1000	1975	98	
Ventora FD	68-72	5750	3750	1750	850	3294	105	
Victor FE 1.8/2.3	72-78	3400	2100	1000	550	2279	100	▲
VX4/90 FE	73-76	4500	3000	1500	750	2279	104	
Ventora FE	72-76	4500	3000	1500	800	3294	106	
Viva HA	63-66	6000	4500	2200	1050	1057	76	
Viva HB	66-70	6500	4500	2000	1000	1159	82	
Viva HB GT	68-70	7500	5500	2750	1500	1975	101	
Viva HC	70-79	5650	3750	1750	800	1256	83	
Firenza/Magnum	72-78	7750	5500	2400	1100	VAR	100	
Firenza Droopsnoot	74-75	16,000	12,000	6500	3750	2279	119	
Chevette 2300HS	78-80	35,000	25,000	115,000	10,000	2279	117	
Chevette HSR	79-80	60,000	47,500	30,000	20,000	2279	125	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Astra GTE MkI	83-84	21,000	16,000	8750	5000	1796	110	
Astra GTE MkII	84-91	16,000	11,750	6000	2850	1998	134	
Nova GTE	88-90	19,000	13,750	8250	4850	1598	119	
VX220	00-05	14,000	11,000	7500	5000	2198	137	
VX220 Turbo	03-05	17,000	13,500	10,500	9000	1998	151	
VOLKSWAGEN	VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB							
Beetle (split)	46-53	30,000	19,000	12,500	7500	1131	66	
Cabrio	49-53	40,000	28,500	18,500	10,000	1131	66	
Beetle (oval)	53-57	20,000	14,000	8500	4750	1192	69	
Cabrio	54-58	26,500	18,000	11,250	7000	1192	66	
Beetle 1200/1300	57-68	15,000	9750	4400	1850	1192	72	
Cabrio	58-67	20,000	14,000	6750	3400	1192	72	
Beetle 12/13/1500	68-78	12,500	8500	3400	1100	1493	81	
Cabrio	67-70	16,500	11,500	5750	3000	1493	81	
Beetle 1302/1303	70-75	9250	6250	2750	1000	1584	84	
Cabrio 1302S/1303S	70-80	13,000	9000	4500	1750	1584	82	
Karmann-Ghia cpé	55-74	21,000	14,000	6000	2750	1584	92	
Karmann-Ghia con	58-74	27,500	17,500	8500	4500	1493	87	
Karmann-Ghia T-34	62-69	24,000	15,000	6500	3250	1584	87	▲
Kombi/Camper	50-67	57,500	38,500	16,000	8500	1493	65	
Camper T2 (Bay)	68-71	26,000	15,500	8500	4000	1584	79	▼
Camper T2 (Bay)	72-79	23,500	13,500	6500	3300	1970	79	▼
1500/1600 Type 3	61-73	12,000	8500	3750	1500	1584	87	
411L/E, 412 1.7/1.8	68-74	7250	5000	2400	1200	1795	90	
Scirocco MkI	74-81	13,000	8500	3950	1800	1470	114	
Scirocco MkII	82-92	6750	4750	2250	1100	1781	130	
Golf GTI MkI	75-84	25,000	16,750	7000	2750	1781	116	▲
Golf GTI MkII	84-91	22,000	15,000	6250	2000	1781	123	▲
Golf convertible	80-93	12,000	8500	3500	1250	1781	116	
Golf GTI MkIII	92-97	6900	4600	2500	900	1984	134	
Golf MkIII VR6	92-97	7250	5000	2650	1200	2792	138	
Polo G40	91-94	6750	5000	2500	1250	1272	119	
Corrado	90-95	5500	3750	1650	800	1781	132	
Corrado G60	90-92	11,500	8000	3500	1400	1781	140	▲
Corrado VR6	92-95	15,000	10,750	4500	1650	2861	146	
VOLVO	Volvo Owners' Club (01705 381494); Enthusiasts' Club (01872 400039)							
PV544 1.6/1.8	59-65	16,000	11,500	5750	2650	1778	95	
121/122/122S 4dr sal	55-67	12,000	8250	2500	900	1778	95	
131/132 2dr sal	61-70	12,500	8500	3250	1250	1778	96	
123GT 2dr sal	67-68	20,000	13,500	6500	3250	1778	108	
P1800	61-72	36,000	27,500	11,000	4500	1778	105	
P1800ES	71-73	28,500	21,000	10,000	4000	1986	111	
144/164 sal/est	67-74	9500	6400	2850	1300	2979	115	
244/264 sal/est	74-79	8250	6000	2650	1250	2127	106	▲
262C coupé	78-81	12,500	8500	4000	1600	2849	109	
240 sal/est	79-93	8500	5600	2500	950	2316	111	
480	85-95	3000	2000	1000	500	1721	112	
480 Turbo	88-95	4000	2750	1250	650	1721	123	
740/760 Turbo	86-92	6750	4750	2200	1000	2316	125	
940 Turbo sal/est	90-96	6000	4000	1850	850	2316	127	
T-5R/850R	95-97	15,000	11,000	5000	2250	2319	155	▲
V70R	97-00	9500	6750	3000	1500	2319	153	
WOLSELEY	Wolseley Register (0161 368 2388, wolseleyworld.com)							
6/80	48-55	10,500	6750	3000	1500	2215	81	
4/44 & 15/50	52-58	12,000	9000	4000	2000	1489	78	
6/90 SI-III	54-59	10,000	6500	3000	1500	2639	96	
1500	57-65	8500	6250	3000	1200	1489	77	▼
15/60, 16/60	59-71	10,750	7000	3000	1300	1622	78	
6/99, 6/110 SI/II	59-68	13,000	9000	4000	1650	2912	98	
Hornet SI-III	61-69	8000	6200	2850	1400	998	77	
1100/1300	65-73	6500	4250	2000	1000	1098	84	
18/85, Six	67-75	8000	5000	2200	1000	2227	104	

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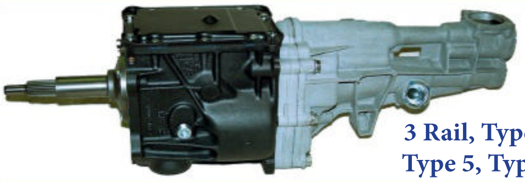

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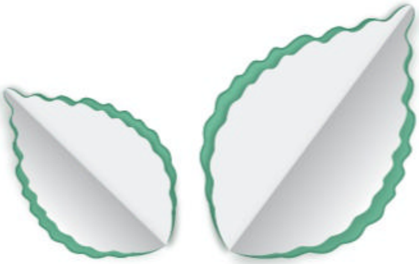

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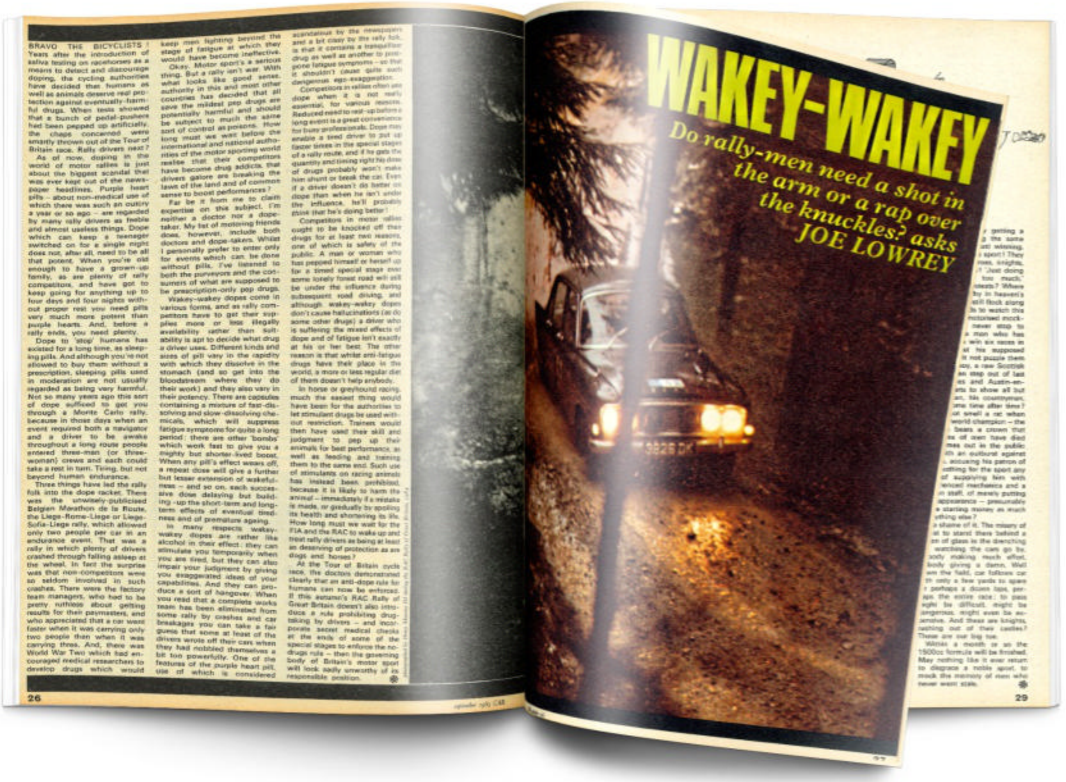
[60 Years Ago Today]

Looking back without hindsight



WAKEY-WAKEY

Do rally-men need a shot in the arm or a rap over the knuckles? asks

JOE LOWREY

'How long must we wait for the FIA and RAC to wake up?'

In 1965, *CAR* lifted the lid on the alarming world of performance-enhancing drugs in motorsport

In 1964, the world of sport had been rocked by its first performance-enhancing drugs scandal. Unsurprisingly, professional cyclists were the culprits, guilty parties having been disqualified from the Tour of Britain. However, as *CAR*'s Joe Lowrey revealed in the magazine's September 1965 issue, 'doping in the world of rallies is just about the biggest scandal that was ever kept out of the newspapers.

'Three things have led the rally folk into the dope racket,' Lowrey wrote. 'There was the unwisely-publicised Belgian Marathon de la Route, the Liège-Rome-Liège or Liège-Sofia-Liège rally, which allowed only two people per car in an endurance event. That was a rally in which plenty of drivers crashed through falling asleep at the wheel. There were the factory team managers, who had to be pretty ruthless about getting results from their paymasters, and who appreciated that a car went faster when it was carrying only two people than when it was carrying three. And, there was World War Two which had encouraged medical researchers to develop drugs which would keep men fighting beyond the stage of fatigue at which they would have become ineffective.' The war over, the 'purple heart' drugs had transferred to motorsport. Moss and Fangio, it later transpired, had used them on the Mille Miglia in the Fifties.

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Lowrey admitted he was no doctor, but postulated that drugged rally drivers would surely be dangerous. '[the drugs] are rather like alcohol in their effect,' he wrote. 'They can stimulate you temporarily when you are tired, but they can also impair your judgement by giving you exaggerated ideas of your capabilities. And they can produce a sort of hangover. When you read that a complete works team has been eliminated from some rally by crashes, you can take a fair guess that some at least wrote off their cars when they had nobbled themselves a bit too powerfully.

'How long must we wait for the FIA and RAC to wake up and treat rally drivers as being at least as deserving of protection as dogs and horses?' Lowrey wondered, noting that horse and greyhound racing had taken recent anti-doping measures. 'If this autumn's RAC Rally doesn't also introduce a rule prohibiting drug-taking by drivers – and incorporate secret medical checks at the end of some special stages – then the governing body of Britain's motorsport will look sadly unworthy of its position.'

As rallying evolved through the special-stage era, events were shortened, therefore making driver fatigue less of an issue, but still the scandal of drugs in rallying never made the headlines. Incredibly, it wasn't until 2010 that governing body the FIA formally adopted an anti-doping policy.

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Price Guide

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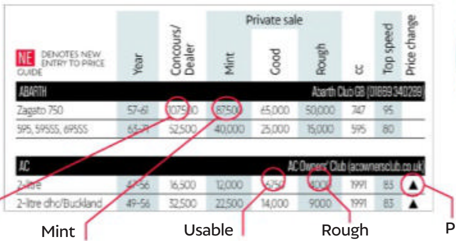
WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, and scour auction results to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

USING THE GUIDE



NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ABARTH Abarth Club GB (01869 340289)								
Zagato 750	57-61	107500	87500	65,000	50,000	747	95	
595, 595SS, 695SS	63-71	52,500	40,000	25,000	15,000	595	80	
AC AC Owners' Club (acownersclub.co.uk)								
2-litre	47-56	16,500	12,000	6750	4000	1991	83	▲
2-litre dhc/Buckland	49-56	32,500	22,500	14,000	9000	1991	83	▲

Concours/ Dealer
If you can afford it, do it. This is what to pay for a top-notch example; also a good guide to concours value

Mint
Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

Usable
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough
In reality a project car in need of much care and expense, even though it may still run and drive

Price change
At-a-glance indicator showing the market trend of the latest updates

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NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ABARTH Abarth Club GB (01869 340289)								
Zagato 750	57-61	92,500	62,500	47,500	37,500	747	95	
595, 595SS, 695SS	63-71	53,000	42,000	25,000	14,500	595	80	▼
AC AC Owners' Club (acownersclub.co.uk)								
2-litre	47-56	16,500	12,000	6750	4000	1991	83	
2-litre dhc/Buckland	49-56	32,500	22,500	12,500	7500	1991	83	
Ace (AC engine)	54-63	265,000	200,000	150,000	100,000	1991	102	
Ace-Bristol/-Ford	56-63	290,000	230,000	170,000	110,000	1971	118	
Aceca-AC	54-63	115,000	88,000	66,500	46,500	1991	104	
Aceca-Bristol	56-63	150,000	110,000	77,500	50,000	1971	128	
Greyhound	59-63	74,000	56,000	36,000	21,000	1971	107	
Cobra MkI/MkII/289	62-69	950,000	750,000	575,000	475,000	4727	138	
Cobra 427	65-67	1.1m	900,000	700,000	575,000	6998	145	
428 cpe	67-73	160,000	120,000	80,000	55,000	7014	143	
428 con	67-73	200,000	150,000	100,000	70,000	7014	143	
3000 ME	79-84	22,500	15,000	8500	5000	2994	125	
Cobra MkIV	83-92	110,000	90,000	65,000	45,000	4942	134	
Ace Brooklands	93-00	26,500	21,500	16,000	8500	4942	140	
ALFA ROMEO Alfa Romeo Owners' Club (01787 249285)								
6C 1750 GS Zagato	30-33	1.85m	1.35m	1.1m	950,000	1754	95	
6C 2300 Touring	33-37	1.1m	900,000	700,000	450,000	2309	94	
1900C Sprint	51-55	200,000	160,000	107,500	70,000	1884	112	
1900C Super Sprint	55-58	212,000	175,000	115,000	75,000	1975	112	
Giulietta berlina	55-62	18,000	13,000	6750	3500	1290	90	
Giulietta ti	57-64	24,000	17,500	8250	4000	1290	103	
Giulietta/Giulia Sprint	55-64	56,500	42,000	25,000	15,000	1290	110	
Giulietta/Giulia Spider	55-65	72,500	50,000	30,000	17,500	1570	108	
Giulietta, Giulia SS	57-66	92,500	70,000	49,000	32,000	1570	120	
2000/2600 Spider	58-65	105,000	75,000	47,500	22,500	2584	124	
2600 Sprint	62-66	36,500	26,500	16,000	8000	2584	125	
SZ-1	60-62	400,000	325,000	250,000	195,000	1290	120	
TZ-1	63-65	950,000	850,000	740,000	625,000	1570	124	
Giulia Ti/Super	62-74	25,000	18,000	8500	4250	1570	105	
1750/2000 Berlina	68-76	15,000	10,000	4500	2000	1962	115	
Giulia Sprint GT/Vel.	63-68	42,000	30,000	18,500	10,000	1570	112	▼
Giulia GTA 1300/1600	65-71	260,000	205,000	160,000	110,000	1570	115	
GT Junior	66-77	33,000	24,500	13,000	6000	1570	115	
1750GTV	67-72	44,000	33,000	16,000	7500	1962	118	
2000GTV	71-77	42,500	32,000	15,000	6500	1962	118	
1300/1600 Junior Z	70-75	45,000	35,000	18,000	10,000	1290	110	
Duetto/1750 r,tail	66-69	50,000	36,000	22,000	11,000	1570	113	
Spider S2	69-82	26,500	17,000	8000	3000	1962	119	▼
Spider S3	82-89	13,000	8250	3600	1650	1962	114	
Spider S4	89-93	15,250	10,500	5000	2400	1962	114	
Montreal	70-77	67,500	47,500	30,000	20,000	2593	132	
Alfasud/Alfasud Ti	72-83	10,000	7000	3000	1100	1286	103	
Alfasud Sprint	76-90	12,000	8750	3750	1350	1490	104	
GTV 2000	76-87	17,000	11,500	5250	2000	1962	118	
GTV6	81-87	24,000	15,500	7000	2850	2492	130	
75 sal	86-92	10,750	7750	3000	1400	2959	135	
164 2.0 TS	88-98	6750	4750	2000	900	1962	130	
164 3.0 V6	88-98	9750	6500	2500	1200	2959	147	
SZ/RZ	89-94	62,000	48,500	32,500	22,500	2959	153	
155	92-97	6500	4000	2000	1000	2498	140	
Spider 2.0 TS	96-02	5400	3500	1500	600	1970	131	
GTV 2.0 TS	96-02	4350	2250	1000	400	1970	134	
GTV 3.0 V6	98-02	6500	4000	1600	650	2959	148	
GTV V6 Cup	01-02	15,000	11,000	5500	2750	2959	148	
166	98-07	5950	3950	1750	750	2959	144	
147 GTA	03-04	12,000	9250	6000	4000	3179	50	
ALLARD								
K1	46-50	80,000	60,000	36,000	25,000	3622	100	
K2	50-53	90,000	72,500	54,000	35,000	3917	102	
K3	52-54	100,000	80,000	60,000	42,000	4375	96	
L/M	46-53	47,500	32,500	20,000	13,500	3622	86	
P	49-52	43,000	30,000	17,000	10,000	3622	90	
J2/J2X	50-54	290,000	205,000	135,000	90,000	4375	130	
ALPINE-RENAULT Club Alpine-Renault (clubalpinerenault.org.uk)								
A110	65-77	80,000	60,000	37,500	27,500	1565	115	
A310 1600	74-77	30,000	21,000	15,000	9500	1605	130	
A310 V6	77-86	34,000	24,000	16,500	10,500	2664	137	
GTA	85-91	16,000	12,000	6500	2750	2849	139	
GTA Turbo	85-91	18,500	14,000	8000	3400	2458	149	
ALVIS Alvis Owner Club (alvisoc.org); Alvis Register (alvisregister.co.uk)								
Speed 20 Tourer	32-36	125,000	100,000	70,000	50,000	2762	90	
Speed 25 Tourer	37-40	160,000	125,000	85,000	60,000	3571	85	
4.3 Litre Tourer	37-39	155,000	120,000	82,500	60,000	4387	100	
TA14	46-50	16,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,000	24,000	13,500	6750	1892	72	
TA21/TC21	50-54	20,000	15,000	9500	4750	2993	95	
TA21/TC21 con	50-53	54,000	32,000	17,500	10,000	2993	95	
TC21/100	53-55	30,000	20,000	11,500	5750	2993	100	
TC21/100 con	53-55	58,000	37,500	19,000	12,500	2993	100	
TD21	56-63	30,500	22,500	12,500	6500	2993	104	
TD21 convertible	56-63	76,000	52,000	30,000	17,000	2993	102	
TE/TF21	63-67	39,000	28,000	17,000	10,000	2993	110	
TE/TF convertible	63-67	90,000	65,000	42,000	25,000	2993	107	
AMPHICAR IAOC (amphicar.com)								
770	61-65	65,000	45,000	26,500	16,000	1147	70	
ARMSTRONG SIDDELEY Armstrong Siddeley Owners' Club (01225 723809)								
Lancaster	46-52	13,000	9000	4500	2250	1991	70	
Hurricane dhc	46-53	21,000	14,000	8000	5000	1991	70	
Typhoon coupé	46-50	15,500	10,500	6750	4000	1991	70	
Whitley	50-53	14,500	9500	4750	2500	2309	85	
Sapphire	53-59	16,400	12,750	6250	3250	3435	100	
Star Sapphire	58-60	20,000	15,000	7000	3500	3990	104	
ASTON MARTIN Aston Martin Owners' Club (01865 400400)								
DB2	50-53	200,000	150,000	100,000	57,500	2580	110	
DB2 con	51-53	315,000	250,000	170,000	105,000	2580	109	
DB2/4 MkI/II	53-57	170,000	120,000	80,000	49,000	2580	120	
DB2/4 con	53-57	280,000	210,000	155,000	97,500	2580	120	
DB3S	53-56	5.1m	4.75m	4.25m	3.8m	2922	145	
DB MkIII	57-59	200,000	145,000	100,000	55,000	2922	120	
DB MkIII con	57-59	310,000	250,000	180,000	135,000	2922	120	
DB4	58-63	390,000	320,000	240,000	175,000	3670	141	
DB4 Vantage	61-63	450,000	375,000	310,000	240,000	3670	149	
DB4 con	61-63	700,000	600,000	500,000	425,000	3670	140	
DB4 GT	60-63	1.9m	1.7m	1.4m	1.15m	3670	155	
DB4 GT Zagato	60-63	8m	7.4m	6.75m	6.25m	3670	154	
DB5	63-65	625,000	525,000	375,000	275,000	3995	143	
DB5 con	63-66	1.2m	1m	650,000	490,000	3995	141	
DB6	65-70	255,000	205,000	150,000	100,000	3995	140	
DB6 Vantage	66-69	335,000	265,000	185,000	130,000	3995	148	
DB6 Volante	66-70	625,000	525,000	400,000	325,000	3995	145	
DBS 6/V8	67-72	100,000	70,000	44,000	22,500	5340	162	
DBS 6 Vantage	72-73	116,000	88,500	55,000	35,000	3995	149	
V8	72-90	95,000	70,000	46,000	26,500	5340	147	
V8 Vantage	77-89	250,000	200,000	150,000	95,000	5340	168	
V8 Volante	78-90	175,000	130,000	82,500	47,500	5340	130	
V8 Vantage Volante	86-89	240,000	190,000	125,000	70,000	5340	162	
Zagato	86-87	225,000	175,000	120,000	80,000	5340	180	
Virage	89-96	47,500	35,000	19,500	10,000	5340	158	
Virage Volante	92-96	67,500	47,500	32,500	22,000	5340	157	
V8 Vantage	93-00	180,000	145,000	110,000	70,000	5340	186	
V8 Coupé	96-99	62,500	50,000	34,000	25,000	5340	155	
Vantage V600	98-00	230,000	185,000	140,000	90,000	5340	200	
DB7	94-99	22,500	17,500	11,250	6750	3239	157	
DB7 Volante	96-99	27,000	21,500	15,000	10,000	3239	155	▼
DB7 Vantage	99-03	25,000	19,750	13,000	7250	5935	185	
DB7 Vantage Volante	99-03	28,000	22,000	16,000	10,500	5935	165	▼
DB7 GT/GTA	02-03	40,000	30,000	22,000	16,500	5935	185	▼
DB7 Zagato	03	220,000	175,000	130,000	n/a	5935	190	
Vanquish	01-04	44,000	37,500	32,000	26,500	5935	190	
DB9	04-08	32,500	26,500	17,500	11,250	5935	186	
V8 Vantage 4.3	05-08	30,000	25,000	18,000	13,500	4280	175	
AUDI Audi Owners' Club (audiownersclub.com)								
100 1.8/1.9 sal	68-76	8000	5750	2750	1250	1871	109	
100S Coupé	69-76	19,500	15,000	7500	3750	1871	112	
Quattro turbo	80-89	50,000	36,500	22,000	12,000	2144	135	
Quattro 20V	89-91	80,000	60,000	37,500	22,000	2226	142	
Quattro Sport	84-85	400,000	320,000	240,000	n/a	2133	154	
Coupé Quattro	84-88	14,500	10,750	5000	2000	2226	125	
RS2 Avant	94-95	60,000	45,000	33,000	20,000	2226	162	
Quattro S2	90-96	19,500	13,500	7000	3600	2226	147	
TT	98-06	5750	4250	1500	550	1781	145	
S3 Quattro	99-03	7000	5200	2500	1300	1781	148	
S4 Quattro	98-02	8000	6000	3500	2500	2771	153	
AUSTIN pwa7c.co.uk; austincounties.org.uk; britishminiclub.co.uk								
Seven saloon	30-34	10,000	8000	4650	2500	747	50	
Seven Chummy	25-34	20,000	16,000	9750	5500	747	50	
Seven 65/Nippy	33-37	25,000	18,500	10,500	6750	747	60	
Seven Ruby saloon	34-39	9000	7000	4000	2000	747	53	
A40 Devon/Dorset	47-52	8000	5400	2400	1200	1200	76	
A90 Atlantic con	49-50	27,000	17,000	10,500	5500	2660	92	
A90 Atlantic coupé	50-52	18,000	13,000	8000	3850	2660	92	
A40 Sports	50-53	17,500	12,500	6750	4000	1200	80	
A40 Somerset	52-54	6500	4400	2000	1000	1200	72	
Metropolitan	54-61	16,000	11,000	5500	2500	1489	78	
A30/A35	51-59	8000	5500	2400	1000	948	75	
A40, A50, A55	53-59	7000	4850	2250	1100	1200	70	
A55/A60 Cambridge	59-69	8000	5500	2400	1100	1622	78	
A90, A95, A105	54-59	10,000	7250	3000	1400	2639	91	
A40 Farina	58-67	7000	5000	2000	800	1098	82	
A99/A110	59-68	10,500	7250	3300	1400	2912	102	

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	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
1100/1300	63-74	5000	3250	1400	700	1098	85	
1300GT	69-74	9500	6750	3000	1400	1275	96	
3-litre	68-71	9500	6500	3000	1600	2912	106	
1800/2200	64-75	7500	4500	2000	900	1798	96	
Maxi	69-79	5500	3700	1600	750	1748	101	
Allegro 1100-1500	73-82	3400	2400	1150	550	1275	87	
Allegro 1750/Sport TC	73-75	4500	3400	1750	850	1748	104	
Seven/Mini MkI	59	25,000	20,000	15,000	12,000	848	71	
Mini MkI	60-67	16,000	11,500	6000	3400	848	71	
Mini MkII	67-69	12,000	8500	4250	1950	998	79	
Mini MkIII-V	70-90	8750	6500	3500	1400	998	82	
Mini Cooper 997/998	61-69	27,500	19,500	11,000	6000	998	90	
Mini Cooper 1071S	63-64	39,500	30,000	20,000	14,000	1071	95	
Mini Cooper 970S	64-65	42,500	32,000	21,000	14,500	970	82	
Mini Cooper 1275S	64-67	39,000	29,500	19,500	13,500	1275	96	
Mini C'r 1275S MkII/III	67-71	33,000	23,500	14,500	9500	1275	96	
Mini Moke	64-85	23,000	15,000	7750	4250	998	70	
Mini 1275GT	69-80	19,000	13,500	6250	2650	1275	89	
Mini Clubman	70-80	7500	5000	2500	1250	1098	82	
AUSTIN-HEALEY					**Austin-Healey Club (austin-healeyclub.com)**			
100 BN1/2	53-56	60,000	42,000	27,000	18,500	2660	103	▼
100M	55-56	105,000	85,000	60,000	40,000	2660	109	▼
100S	55	550,000	460,000	385,000	330,000	2660	119	▼
100/6 BN4/6	56-59	54,000	36,500	21,000	13,000	2639	105	
3000 MkI	59-61	52,500	38,500	23,500	13,500	2912	112	
3000 MkII	61-64	62,000	42,000	26,500	17,000	2912	117	
3000 MkIII	64-68	65,000	44,400	28,500	18,000	2912	121	
'Frogeye' Sprite MkI	58-61	19,250	13,250	7250	4000	948	82	
Sprite MkII	61-64	13,250	9000	4250	1900	998	86	
Sprite MkIII	64-66	12,500	8000	3750	1700	1098	90	
Sprite MkIV	66-71	12,000	8000	3500	1350	1275	96	
AUTOBIANCHI					**(autobianchiregister.com)**			
Bianchina Trans/Cab	57-68	25,000	19,500	13,500	7250	499	68	
BENTLEY					**Bentley Drivers' Club (01295 738886)**			
3-litre Tourer	22-25	375,000	265,000	190,000	127,500	2996	80	
4.5-litre Tourer	27-31	875,000	675,000	500,000	365,000	4398	92	
6.5 Litre Speed Six	28-30	1,9m	1.6m	1.3m	1.1m	6597	86	
4.5 Litre 'Blower'	29-31	11.25m	7.85m	4.6m	2.75m	4398	98	
8 Litre	29-31	1.3m	975,000	675,000	475,000	7982	101	
Derby 3.5 Park Ward	33-37	105,000	72,500	39,500	19,000	3669	91	
Derby 3.5 coachbuilt	33-37	185,000	127,500	60,000	32,500	3669	91	
Derby 4.25 PW	36-39	115,000	80,000	42,000	22,000	4257	96	
Derby 4.25 coachbuilt	36-39	210,000	140,000	65,000	35,000	4257	96	
MkVI 4.3/4.6-litre	46-52	37,500	26,500	13,000	6000	4566	100	
MkVI con	51-52	115,000	92,000	45,000	27,500	4566	100	
R-type saloon	52-55	42,500	29,500	16,500	8000	4566	106	
Coachbuilt con	52-55	147,500	115,000	60,000	30,000	4566	106	
R-type Continental	52-55	700,000	560,000	440,000	300,000	4566	115	
S1 saloon	55-59	37,500	26,500	14,000	6750	4887	101	▼
S1 Cont Mulliner	55-59	365,000	260,000	175,000	135,000	4887	115	▼
S1 Cont PW coupé	55-59	275,000	195,000	130,000	100,000	4887	114	▼
S1 Cont P Ward con	55-59	575,000	390,000	265,000	195,000	4887	114	▼
S2 saloon	59-62	45,000	30,000	15,000	7000	4887	101	
S2 Cont Mulliner	59-62	250,000	175,000	105,000	70,000	6230	115	
S2 Park Ward con	59-62	315,000	210,000	125,000	72,500	6230	115	
S2 Flying Spur 4dr	59-62	167,500	130,000	67,500	48,500	6230	120	
S3 saloon	62-65	52,500	36,000	19,000	9000	6230	116	
S3 MPW 2dr coupé	62-65	220,000	150,000	80,000	45,000	6230	120	
S3 MPW con	62-65	250,000	170,000	110,000	65,000	6230	116	
S3 Flying Spur 4dr	62-65	170,000	120,000	73,500	48,500	6230	118	
T1 saloon	65-76	20,000	14,250	6500	2500	6750	120	
T2 saloon	77-80	18,000	13,500	6000	2250	6750	120	
MPW/Corniche cpé	66-80	50,000	34,000	18,000	9000	6750	120	
MPW/Corniche conv	67-85	70,000	49,500	27,000	16.500	6750	118	
Mulsanne/Eight	80-92	13,000	10,000	4750	2000	6750	119	
Mulsanne Turbo	82-86	14,000	10,500	5000	2250	6750	135	
Turbo R/RL	85-97	16,000	11,500	5500	2200	6750	135	
Turbo RT	95-97	22,000	15,500	10,000	5000	6750	152	
Continental con	84-94	75,000	57,500	37,500	22,500	6750	140	
Continental R	91-02	38,500	32,500	22,500	17,000	6750	151	
Continental T	96-02	62,500	52,500	36,000	29,000	6750	175	
Brooklands	92-98	15,750	11,200	7500	4400	6750	140	
Azure	95-03	55,000	44,000	36,000	27,000	6750	150	
BERKELEY					**Berkeley Enthusiasts' Club (berkeleycarclub.com)**			
Sports SA322/SE328	56-58	9000	6250	3650	2400	328	65	
Sports SE492	58-59	12,000	7000	3750	2500	492	80	
B95/B105	59-61	12,500	7500	4250	2750	692	90	
T60 3-wheeler	59-61	8250	6000	3600	2000	328	60	
BIZZARRINI					**(isobizclub.com)**			
5300GT Strada	65-69	850,000	625,000	495,000	350,000	5354	165	

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	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
BMW					**BMW Car Club (01970 267989)**			
328	36-39	650,000	510,000	420,000	325,000	1971	100	▼
503 coupé	56-59	175,000	130,000	85,000	60,000	3168	115	
507	56-59	2.2m	1.8m	1.5m	1.3m	3168	135	
Isetta 250/300	55-65	20,000	14,000	9000	5750	298	60	
600	58-59	30,000	23,000	16,500	10,000	585	65	
2000/ti lux/tii	66-72	15,000	11,000	5000	2400	1990	105	
1600/1602/1502	66-77	17,500	12,500	5500	2500	1573	100	
2002/Touring	68-75	20,000	15,000	6750	2750	1990	112	
2002 cabrio/targa	71-74	38,000	26,000	15,000	6400	1990	110	
2002tii	71-75	37,500	26,000	14,000	6250	1990	120	
2002 turbo	73-74	110,000	87,500	55,000	36,500	1990	130	
2800CS/CSA	69-71	24,000	16,500	9750	5000	2788	120	
2500/2800/3.0/3.3	69-77	14,000	9250	4250	2000	2494	110	
3.0CS/CSi	71-75	57,500	37,500	20,000	12,500	2985	130	
3.0CSL	72-75	145,000	105,000	70,000	45,000	3003	134	
3.0CSL 'Batmobile'	72-75	300,000	210,000	160,000	100,000	3153	138	
633/628CSi	76-87	18,500	11,000	5000	2000	3210	132	
635CSi	78-89	26,000	17,000	8000	3500	3453	140	
M635CSi	85-89	44,000	32,500	16,500	7500	3453	158	
M1	79-80	440,000	340,000	275,000	200,000	3453	162	▲
3 Series (E21)	75-83	11,500	9000	4000	1650	1990	120	
323i (E21)	77-82	15,000	10,500	5000	2000	2315	126	
320/325 Baur cabrio	81-85	14,000	10,000	4500	2000	2495	135	
5 Series (E12)	75-81	11,750	8250	4000	1900	2788	133	
M535i (E12)	80-81	27,500	20,000	11,000	5250	3453	139	
5 Series (E28)	81-87	11,250	8000	3850	1850	2788	146	
M535i (E28)	85-87	19,500	13,500	6250	3000	3453	152	
M5 (E28)	85-88	50,000	35,000	20,000	12,000	3420	152	
5 Series (E34)	88-95	7500	5250	2500	1250	3982	149	
M5 (E34)	88-95	28,500	20,000	10,000	5000	3535	155	
M5 (E39)	98-04	28,000	19,000	10,000	5750	4941	155	
3 Series sal (E30)	82-91	9000	6400	2850	1250	1990	123	
325i sal (E30)	85-91	13,000	9000	4000	1650	2494	130	
325i Sport (E30)	89-91	26,000	20,000	12,000	6500	2494	133	
3 Series (E30) conv	86-93	16,000	11,000	5000	1750	2494	130	
M3 (E30)	86-90	67,500	52,500	37,500	26,500	2302	143	
M3 Evo II (E30)	88	89,000	72,500	50,000	34,000	2302	143	
Z1	86-91	42,000	32,000	18,000	11,000	2494	140	
840/850 coupé	90-99	20,000	13,000	5250	2500	4941	155	
850CSi	92-96	49,500	40,000	30,000	20,000	5576	155	
M3/Evo (E36)	92-99	23,000	17,000	9000	5250	3201	155	
Z3 4-cyl	96-01	3750	2600	1250	525	1895	127	
Z3 6-cyl	96-02	6000	4200	1900	975	2793	139	
Z3M Roadster	98-02	19,000	14,500	9250	6400	3201	155	
Z3M Coupe	98-02	33,000	24,000	16,500	9500	3201	159	
Z8	00-03	165,000	135,000	110,000	85,000	4941	155	
M3 (E46)	01-06	29,500	22,000	12,000	6000	3246	155	
M3 CSL (E46)	03-05	72,500	52,500	32,500	21,000	3246	155	▲
Z4M	06-08	17,250	15,000	12,250	10,000	3246	155	
BOND					**Bond Owners' Club (bondownersclub.co.uk)**			
Minicar MkA-G	48-65	6250	4750	2250	1000	250	55	
GT2+2/4S	63-70	7000	4850	2200	1100	1147	83	
Equipe GT	67-70	7750	5400	2000	1000	1998	100	
Bug	70-74	14,000	9000	5000	2500	701	75	▼
BORGWARD					**Borgward Drivers' Club (07788 973884)**			
Isabella TS	54-61	12,500	8000	4250	2000	1493	93	
Isabella coupé	55-61	26,500	17,500	10,500	5250	1493	98	
BRISTOL					**Bristol Owners' Club (boc.net); Owners & Drivers Assn (bristoloda.org)**			
400	47-50	70,000	46,000	25,000	16,000	1971	92	
401, 403	49-55	60,000	45,000	24,500	15,000	1971	94	
Arnolt-Bristol	54-61	260,000	220,000	165,000	110,000	1971	109	
404	54-55	72,500	52,500	35,000	22,000	1971	110	
405 saloon	54-56	52,000	35,000	20,000	10,000	1971	94	
405 con	55	150,000	110,000	60,000	40,000	1971	100	
406	58-61	45,000	31,000	16,000	9000	2216	104	
407, 408, 409	62-69	47,500	34,000	17,500	9250	5130	122	
410, 411	69-76	56,000	39,000	20,000	10,500	5900	140	
412, Beaufighter	76-93	38,500	28,000	16,500	10,000	5900	150	
603, Britannia,Brig.	76-94	36,500	25,750	16,000	8250	5900	150	
BUGATTI					**Bugatti Owners' Club (01242 673136)**			
Type 57 Galibier sal	34-39	325,000	250,000	185,000	130,000	3257	95	
Type 57 Ventoux 2dr	34-39	575,000	375,000	275,000	175,000	3257	95	
Type 57 Stelvio con	34-39	600,000	395,000	285,000	195,000	3257	96	
Type 57 Atalante cpe	35-38	2m	1.4m	1m	650,000	3257	100	
Type 57S Atalante cpe	36-38	6.2m	5.75m	5.1m	4.5m	3257	115	
EB110	92-95	1.1m	875,000	675,000	500,000	3499	209	
Veyron	05-11	1.4m	1.1m	900,000	795,000	7993	253	
CATERHAM					**Lotus Seven Club (lotus7.club)**			
Seven (sp)	73-91	18,500	13,000	8000	5250	1599	110	

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			Mint	Good	Rough			
CHEVROLET					**Classic Corvette Club UK (corvetteclub.org.uk)**			
Corvette roadster	53	160,000	120,000	80,000	60,000	3800	107	
Corvette roadster	54	77,500	55,000	35,000	26,000	3800	107	
Corvette	55-57	72,500	50,000	32,500	22,500	4343	119	
Corvette	58-60	82,500	62,500	35,000	25,000	4639	130	
Corvette	61-62	72,500	55,000	32,000	22,000	5359	132	
Corvette S-W coupe	63	95,000	72,500	40,000	30,000	5359	142	
Corvette Sting Ray	63-67	70,000	50,000	27,500	20,000	5359	142	
Camaro cpe/conv.	67-69	27,500	21,000	10,000	5000	5735	130	
Corvette Stingray	68-72	35,000	26,000	15,000	6500	6997	151	
Corvette Stingray	73-77	27,500	17,500	9000	4500	5737	125	
Corvette	77-82	17,500	12,500	7250	4000	5733	125	
Corvette C4	84-96	12,000	9000	4500	2200	5733	145	
Corvette ZR1	90-95	19,000	15,500	12,500	9500	5727	180	
Corvette C5	96-04	17,500	14,000	11,500	9000	5666	175	
CISITALIA					**(cisitalia.net)**			
202 coupe	47-54	300,000	170,000	125,000	80,000	1089	105	
CITROËN					**Citroën Car Club (citroencarclub.org.uk)**			
Light 15/Big 15	35-55	20,000	14,500	7250	3500	1911	72	
2CV 'ripple'	48-60	15,000	11,000	5500	2500	425	49	
2CV	60-90	10,000	7000	2850	1250	602	71	
Ami	61-78	7500	5250	2200	1100	602	75	
Dyane	68-85	6500	4500	2000	1000	602	78	
DS19/ID19	56-68	22,500	16,000	7000	2750	1911	88	
Safari estate	59-75	26,500	18,500	8250	3000	1911	88	
DS décapotable	63-78	187,500	140,000	100,000	65,000	2175	100	
DS20/21/23	68-75	27,500	19,000	9000	3500	2347	109	
DS21/23 EFi	70-75	35,000	24,000	12,000	5500	2347	120	
SM V6	70-75	57,500	42,000	22,000	12,500	2670	135	
GS/GSA	70-85	4750	3250	1500	750	1220	100	
CX	74-89	8500	5500	2200	900	2165	115	
CX Prestige	77-89	11,000	6750	2900	1250	2347	116	
CX GTi/GTi turbo	77-89	14,500	10,000	4400	1750	2347	137	
BX GTI 16V	87-93	9000	6750	3000	1500	1905	130	
CLAN					**Clan Owners' Club (01295 255539)**			
Crusader coupé	71-74	7250	5000	2500	1100	875	102	
DAF					**DAF Owners' Club (dafownersclub.co.uk)**			
55 Marathon coupé	68-72	3500	2250	950	500	1108	83	
DAIMLER					**Daimler & Lanchester Owners' Club (01787 247436)**			
DB18/Consort	39-53	10,000	7000	3500	1650	2522	76	
DB18 con	39-50	26,000	18,500	9500	5000	2522	76	▼
DB18 Sports Special	49-53	37,000	28,000	15,000	7500	2522	80	
Conquest/Century	53-58	8750	6000	2500	1250	2433	90	
Conquest Rdstr/DHC	54-57	36,000	25,000	15,000	9000	2433	100	
104/Majestic	56-62	9000	6500	3000	1500	3794	100	
Majestic Major	60-68	22,500	15,000	7000	3000	4561	119	
SP250 sports	59-64	42,000	25,000	17,500	11,250	2548	123	
2½-litre/V8 250	62-69	21,000	15,500	6000	2400	2548	112	
Sovereign (420)	66-69	16,000	11,000	5000	2000	4235	117	
Sovereign (XJ6) SI	69-73	16,250	10,750	4250	1350	4235	120	
Double-Six SI	72-73	16,250	10,750	4750	2000	5343	140	
4.2 coupé	75-78	23,000	14,000	6750	3500	4235	120	▼
Double-Six Coupé	75-77	26,000	16,000	8500	4000	5343	140	▼
Sovereign SII/III	73-86	9000	6000	1850	750	4235	126	
Double-Six SII/III	74-92	14,000	9200	4000	1500	5343	150	
DATSUN					**Z Club (zclub.net)**			
240Z	69-74	36,000	27,500	15,000	8500	2393	125	
260Z	74-79	27,500	20,000	10,500	6500	2565	127	
280ZX/2+2	78-83	16,000	11,0000	5250	2400	2753	111	▲
240K Skyline	73-81	20,000	15,000	8000	4250	2392	112	
DELAHAYE					**The Delahaye Club (clubdelahaye.com)**			
135M/MS Coupé	35-39	325,000	225,000	100,000	45,000	3557	n/a	
135M/MS Cabriolet	35-39	450,000	325,000	155,000	85,000	3557	n/a	
135M/MS Coupé	46-53	145,000	100,000	60,000	32,500	3557	n/a	
135M/MS Cabriolet	46-53	225,000	165,000	110,000	62,500	3557	n/a	
235 Chapron coupé	51-54	110,000	75,000	45,000	25,000	3557	120	
DELLOW					**Dellow Register (dellowregister.co.uk)**			
Mark I-V sport-trials	49-57	20,000	15,000	9000	4000	1172	65	
DELOREAN					**DeLorean Owners' Club UK (07915 673889, deloreans.co.uk)**			
DMC-12 coupé	81-82	50,000	40,000	24,000	15,000	2849	109	
DE TOMASO					**De Tomaso Drivers' Club UK (detomasodc.co.uk)**			
Mangusta	67-72	260,000	185,000	135,000	110,000	4727	150	
Pantera	72-89	117,500	80,000	42,500	24,000	5763	160	
Deauville	70-88	36,000	26,000	15,000	7000	5763	150	
Longchamp	72-89	42,000	34,000	16,500	8500	5763	150	

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DKW								DKW Owners' Club (dkw.org.uk)
Sonderklasse/3=6	53-59	19,000	14,000	7000	3500	896	76	
1000SP/A Union sp	58-65	20,000	13,000	6500	3750	980	82	
1000/1000S sal/cpé	58-63	12,500	8000	3750	2000	980	80	
F102 saloon	64-66	6000	4000	1750	900	1175	84	
DODGE								
Viper RT 10/GTS	92-02	35,000	28,000	21,000	16,000	7974	165	
ELVA								Elva Owners' Club (01903 823710)
Courier sports/cpé	58-61	27,500	22,000	12,000	6750	1498	100	
MkIII/MkIV T-type	62-69	25,000	20,000	12,500	7000	1798	110	
FACEL VEGA								Facel Vega Car Club (01621 818608)
FV 4.5/4.8/5.4/5.8	54-59	160,000	120,000	82,500	42,500	5801	125	
HK500	59-61	160,000	120,000	90,000	44,000	6286	130	
Facel II	62-64	230,000	170,000	130,000	72,500	6286	132	
Facellia/Facel III	60-64	70,000	48,500	30,000	16,500	1647	114	
FAIRTHORPE								Fairthorpe Sports Car Club (01895 256799)
Electron Minor	57-73	5000	3750	2250	1250	948	80	
TX-GT/S/SS coupé	67-73	5250	3500	2000	850	1998	112	
FERRARI								Ferrari Owners' Club (01485 544500)
166MM Barchetta	48-50	3m	2.63m	2.3m	1.9m	1995	125	
166 Inter	48-51	900,000	700,000	540,000	395,000	1995	115	
212 Inter	51-52	950,000	800,000	600,000	400,000	2562	120	
340 America	51	2.8m	2.5m	2.25m	2m	4101	136	
250 Europa SI/SII	53-55	1.35m	1.15m	1.05m	975,000	2963	126	
410 Superamerica	56-59	3.75m	2.85m	2.35m	2.1m	4962	165	
250GT Boano/Ellena	56-59	725,000	595,000	425,000	300,000	2953	157	
250GT Cabrio S1	57-59	4.4m	4m	3.65m	3.3m	2953	155	▼
250GT Berlinetta TdF	57-59	4.1m	3.75m	3.25m	2.95m	2953	143	▼
250GT PF coupé	58-62	375,000	295,000	230,000	150,000	2953	145	
250 Cal' Spider lwb	58-62	7.5m	6.75m	5.9m	5m	2953	155	▼
250 Cal' Spider swb	60-63	13m	12m	11m	10m	2953	149	▼
250GT SWB (steel)	60-63	7m	6.4m	6m	5.6m	2953	150	▼
250GT SWB (alloy)	59-62	13m	11.5m	10.5m	9.5m	2953	155	
250GT Cabrio Se2	60-62	1.1m	925,000	750,000	575,000	2953	160	
250GTE 2+2	60-63	330,000	250,000	195,000	142,500	2953	140	▼
250GTO	62-64	56m	50m	40m	n/a	2953	158	
250LM	64-66	15m	13m	11m	n/a	2953	159	▼
250GT Lusso	62-64	1.25m	1m	895,000	735,000	2953	150	▼
400 Superamerica	60-64	1.85m	1.7m	1.5m	1.4m	3967	162	▼
500 Superfast	64-67	1.45m	1.3m	1.15m	1m	4962	170	
275GTB (steel)	64-66	1.85m	1.55m	1.25m	1m	3286	150	
275GTB (alloy)	64-66	2.3m	2.1m	1.8m	1.6m	3286	150	
275GTS	64-66	1.25m	1.05m	950,000	795,000	3286	150	▲
275GTB/4 (4-cam)	66-68	2.6m	2.3m	2m	1.7m	3286	165	
330GT 2+2	64-67	272,500	200,000	135,000	80,000	3967	150	
330GTC	66-68	450,000	375,000	300,000	250,000	3967	150	
330GTS	66-68	1.5m	1.25m	1.05m	875,000	3967	150	
Dino 206GT	68-69	550,000	450,000	350,000	240,000	1987	145	
Dino 246GT	69-73	400,000	310,000	210,000	135,000	2418	150	
Dino 246GTS	72-74	475,000	350,000	260,000	165,000	2418	150	
365GT 2+2	67-71	195,000	155,000	100,000	60,000	4390	152	
365GTC	68-70	550,000	450,000	375,000	320,000	4390	155	
365GTB/4 Daytona	68-74	640,000	520,000	400,000	320,000	4390	173	
365GTS/4 Spider	72-73	2.5m	2.1m	1.6m	n/a	4390	170	
365GTC/4 2+2	70-72	210,000	165,000	115,000	90,000	4390	152	
365GT4 2+2	72-76	69,500	50,000	30,000	19,000	4390	150	
365GT4 BB	75-76	295,000	235,000	190,000	150,000	4390	163	
512BB	76-81	205,000	165,000	134,000	110,000	4942	163	
512BBi	81-85	190,000	160,000	130,000	105,000	4942	168	
308GT4 2+2	73-80	50,000	35,000	25,000	18,000	2926	156	
308GTB (grp)	75-77	155,000	120,000	78,500	47,500	2926	154	
308GTB/GTS	77-80	68,500	54,000	36,000	24,000	2926	155	
308GTBi/GTSi	80-82	57,500	42,500	32,000	21,000	2926	155	
308GTB qv/GTS qv	82-85	69,000	53,500	36,000	24,500	2926	155	
328GTB/GTS	85-88	77,500	61,250	47,500	33,000	3195	163	
400/400i/412i man.	76-89	60,000	45,000	30,000	19,500	4823	158	
400/400i/412i auto	76-89	43,000	32,000	21,000	12,000	4942	158	
Mondial	81-94	35,000	27,500	16,500	9500	2926	143	
Mondial cabrio	84-94	38,000	30,000	19,000	12,000	2926	146	
348/Spider	89-94	55,000	45,000	34,000	26,000	3405	170	
F355 GTB	94-99	77,500	64,000	49,000	37,500	3496	185	▲
F355 GTS/Spider	95-99	75,000	62,000	48,000	37,500	3496	183	▲
360 Modena	99-05	56,000	49,500	43,500	36,500	3586	184	
Testarossa	84-90	110,000	90,000	62,500	45,000	4942	181	
512 TR	91-94	175,000	137,500	100,000	67,500	4943	193	
F512 M	94-96	250,000	195,000	150,000	100,000	4943	194	
456GT	92-98	47,500	40,000	28,500	20,000	5474	184	
456MGT	98-03	55,000	42,000	28,500	22,000	5474	185	
288GTO	84-87	3m	2.5m	2.1m	1.85m	2855	190	
F40	88-92	2.5m	2.1m	1.5m	1.25m	2936	201	▼
F50	95-97	3.4m	2.75m	2.4m	n/a	4698	202	
550/575M Maranello	96-06	90,000	70,000	53,000	42,500	5474	199	
Enzo	02-04	2.75m	2.3m	1.9m	n/a	5998	220	
FIAT								Fiat Motor Club (0208 372 4028)
500 Topolino	48-55	13,000	9500	4500	2000	569	60	
600/600D	55-70	11,000	7500	3600	1400	633	66	
600 Multipla (MPV)	55-60	27,000	19,000	12,500	6750	767	59	
500/D/F/L/R	57-75	15,000	10,000	4000	2000	499	61	
1500S/1600S Osca sp	59-66	28,000	23,000	16,000	10,000	1568	105	
2300S	61-68	26,500	19,000	16,000	10,000	2280	120	
850 Coupé	65-73	9250	6250	2850	1400	903	96	
850 Spider	65-73	15,000	9500	4500	2400	903	96	
124/Special 1.2/1.4	66-73	2650	1750	850	400	1438	100	
124 Coupé	66-75	12,000	8500	3500	1250	1756	115	
124 Spider 1.4/1.6	66-74	17,500	12,000	7000	3250	1608	112	
124 Spider 1.8/2.0	75-81	15,000	10,000	5000	2000	1756	108	
124 Spider Abarth	72-75	57,500	42,000	32,000	17,500	1756	118	
Pininfarina Spider	82-85	15,750	10,750	5750	2200	1995	104	
Dino Spider 2.0/2.4	67-73	130,000	97,500	65,000	47,500	2418	130	
Dino Coupé 2.0/2.4	67-73	50,000	36,000	22,500	15,000	1987	122	
130 saloon 2.8/3.2	69-76	6250	4500	2250	1100	3235	112	
130 Coupé	72-76	20,000	14,000	7500	3600	3235	118	
127 Sport 1300	81-83	6250	4000	2000	1000	1301	102	
128 3P coupé	75-78	9750	6000	2500	1200	1301	102	
X1/9	77-89	11,000	6750	3000	1400	1290	100	
Panda	80-96	4250	3000	1350	600	903	87	
Panda 4x4	84-92	8500	6250	3000	1400	999	83	
Strada Abarth 130TC	84-88	20,000	14,250	6250	2200	1995	117	
Coupé/Turbo	94-00	7500	5000	1750	600	1998	149	
Barchetta	95-02	6750	4250	2200	1000	1747	118	
FORD								AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mocgb.net)
Prefect	40-53	7500	5250	2500	1250	1172	68	
Pilot V8	47-51	17,500	10,000	5500	2650	3622	82	
Anglia/Popular 103E	46-59	7650	5500	2500	1350	1172	61	
Anglia 100E/Popular	53-62	6750	4750	2000	1100	1172	71	
Prefect 107E	59-61	7000	5000	2500	1350	997	73	
Anglia 105E	59-68	9000	6500	2950	1600	997	74	
Anglia 123E	62-68	11,000	8000	3650	2000	1197	82	
Consul MkI	50-56	10,000	7000	3000	1500	1508	73	
Zephyr Six MkI	50-56	14,000	10,000	4500	2000	2262	82	
Zephyr Zodiac	53-56	16,500	12,000	5500	2650	2262	84	
Consul MkI con	52-56	16,500	12,500	6750	4000	1508	73	
Zephyr MkI con	52-56	23,000	18,000	12,000	6750	2262	82	
Consul MkII	56-62	10,500	7200	3200	1450	1703	79	
Zephyr MkII	56-62	17,500	11,500	5000	2000	2553	88	
Zodiac MkII	56-62	20,000	14,000	6400	2750	2553	88	
Consul MkII con	56-62	14,000	9500	4750	2500	1703	78	
Zephyr MkII con	56-62	21,000	15,000	9000	5500	2553	88	
Zodiac MkII con	56-62	25,000	18,000	10,500	6250	2553	88	
Zephyr MkIII	62-66	13,500	9500	3500	1500	2553	95	
Zodiac MkIII	62-66	16,500	11,500	5750	2000	2553	100	
Zephyr 4/6 MkIV	66-72	8500	6000	2600	1200	2994	100	
Zodiac MkIV/Exec	66-72	9500	7000	3250	1400	2994	100	
Consul Classic	61-63	11,500	8000	3750	1650	1498	79	
Consul Capri	61-64	17,000	13,000	6000	2500	1340	84	
Consul Capri GT	63-64	20,000	14,000	8000	3500	1340	95	
Corsair/V4	64-70	9000	6250	2650	1250	1663	90	
Corsair GT/2000E	64-70	10,000	7000	3250	1600	1996	100	
GT40	64-68	5.4m	4.6m	3.3m	2.75m	4736	198	
Mustang coupé	64-68	28,000	20,000	11,750	6250	4727	120	
Mustang fastback	65-68	38,500	28,000	16,500	8500	4727	120	
Mustang con	64-68	35,000	26,000	16,500	9000	4727	111	
Mustang GT350	65-66	240,000	200,000	125,000	100,000	4727	133	
Mustang GT500	67-70	165,000	130,000	92,000	65,000	6800	130	
Cortina MkI	62-66	11,000	7500	3500	1600	1498	82	
Cortina MkI GT	63-66	24,000	17,500	8000	3500	1498	91	
Cortina MkII	66-70	10,500	7250	3600	1500	1599	87	
Cortina MkII GT	66-70	14,000	9500	4250	1750	1599	98	
Cortina 1600E	67-70	15,000	10,000	4650	2000	1599	98	
Cortina MkIII	70-76	10,500	7500	3600	1500	1993	101	
Cortina MkIII GT/GXL	71-76	15,000	10,000	4500	2000	1993	104	
Cortina MkIII 2000E	73-76	12,500	9000	4500	2000	1993	105	
Cortina MkIV/V	76-82	11,000	7000	3000	1350	2293	110	
Escort MkI 1.1/1.3	68-75	11,000	8000	4000	1750	1298	83	
Escort Twin Cam	68-71	66,000	48,500	35,000	22,500	1558	113	
Escort GT/Spt/1300E	68-75	22,000	15,000	7500	4000	1298	96	▲
Escort Mexico	70-75	43,000	32,500	21,000	14,000	1599	99	
Escort RS1600	70-75	70,000	50,000	38,500	27,500	1601	113	
Escort RS2000	73-74	65,000	46,000	32,500	20,000	1993	108	
Escort MkII sal	75-80	10,000	6500	2950	1250	1297	93	
Escort MkII Ghia	75-80	12,000	8000	4000	2000	1599	97	
Escort MkII Sport	75-80	20,000	15,000	7500	3750	1599	101	
Escort MkII Mexico	76-78	40,000	30,000	20,000	12,500	1593	105	
Escort MkII RS1800	75-77	80,000	65,000	42,500	30,000	1835	112	
Escort MkII RS2000	75-80	45,000	30,000	17,000	8500	1993	109	
Escort XR3	81-83	12,750	9250	4500	1950	1597	113	
Escort XR3i	83-86	13,500	9500	4250	1750	1597	116	
Escort RS1600i	83-84	36,500	26,500	13,500	7000	1597	117	
Escort XR3i (MkIV)	86-90	10,000	7500	3000	1400	1597	116	
Escort XR3i cabrio	84-90	9500	7000	3000	1100	1597	107	
Escort RS Turbo S1	84-85	35,000	26,500	15,000	7500	1597	122	
Escort RS Turbo S2	85-90	24,000	17,500	8250	3750	1597	124	
Capri MkI 1.3/1.6	69-74	14,000	10,000	4500	2000	1599	95	
Capri GT 1.6/2.0	69-74	21,000	14,250	7500	3750	1996	107	
Capri 3000GT	70-74	27,500	20,000	10,500	4750	2994	113	
Capri 3000E/GXL	70-74	29,500	21,000	11,000	5000	2994	113	
Capri RS2600	71-74	52,500	42,500	27,500	18,500	2637	124	▲
Capri RS3100	73-74	59,500	46,500	27,500	18,500	3091	125	▲
Capri II/III 1.6/2.0	74-82	15,000	10,000	3000	1300	1993	110	
Capri II/III 3.0	74-82	27,500	19,000	9000	4250	2994	116	
Capri III 2.8i	81-87	23,500	16,000	7000	2950	2792	129	
Capri 280 Brooklands	87-88	26,500	20,000	9250	4750	2792	129	
Consul/Granada 3.0	72-77	18,000	12,000	5000	2000	2994	113	
Granada 3.0 Coupé	74-77	18,500	12,500	5250	2200	2994	111	
Granada MkII	77-85	11,500	7500	3500	1500	2792	117	
Fiesta XR2 MkI	81-83	21,000	14,500	6750	3000	1599	106	▲
Fiesta XR2 MkII	84-89	14,500	10,500	4500	1950	1597	109	
Fiesta XR2i MkIII	89-94	9750	7250	3600	1500	1596	116	
Fiesta RS Turbo	90-92	25,000	17,500	10,000	6000	1596	129	
RS200	85-86	160,000	130,000	100,000	75,000	1803	140	
Sierra XR4i	83-85	12,000	8500	3500	1600	2792	125	
Sierra XR4x4	85-90	11,000	7500	3200	1500	2792	127	
Sierra RS Cosworth	85-87	70,000	47,500	23,500	14,000	1993	145	▲
Sierra RS500	87	95,000	75,000	50,000	32,000	1993	149	
Sapphire RS Cos.	88-92	34,000	26,500	13,500	6250	1993	154	
Escort RS2000	91-96	9000	6000	2750	1400	1998	131	
Escort RS2000 4x4	94-96	13,500	10,000	7250	4250	1998	130	
Escort RS Cosworth	92-96	56,000	46,500	33,000	24,000	1993	144	▲
Focus RS MkI	02-03	22,500	18,000	12,000	6750	1988	144	
FRAZER NASH								VSCC Frazer Nash section (01285 720483)
Le Mans Replica	48-52	525,000	440,000	350,000	250,000	1971	115	
GILBERN								Gilbern Owners' Club (01926 512136)
Genie	66-70	13,000	9250	4750	2200	2994	120	
Invader I/II	69-72	14,250	10,000	5000	2500	2994	116	
Invader III	72-74	16,000	11,500	5500	2850	2994	120	
GINETTA								Ginetta Owners' Club (01724 352801, membership@ginetta.org)
G4 1.0/1.5	61-68	22,000	17,000	12,000	8000	1498	115	
G15 875/998	68-74	13,000	8000	4000	1850	998	108	
G21 1800/1800S	71-78	14,000	10,000	4750	2000	1725	120	
G33	91-93	15,000	11,000	7000	5000	3946	137	
GORDON-KEEBLE								Gordon-Keeble Owners' Club (0121 459 9587)
GK1/IT	64-67	97,500	72,500	49,500	30,000	5395	135	
HEALEY								Association of Healey Owners (01425 480243)
Silverstone sports	49-50	140,000	117,500	92,500	65,000	2443	107	
Abbott con	50-54	40,000	30,000	20,000	12,000	2443	100	
Tickford saloon	50-54	32,500	21,000	11,000	7000	2443	102	
HEINKEL/TROJAN								Heinkel/Trojan Club (01527 501318)
Cabin Cruiser/200	56-65	22,000	15,000	9250	5750	198	60	
HILLMAN								Owners' Club (01522 823778); Imp Club (01789 414789)
Minx Ph. I-II	39-48	6750	5250	2200	1000	1185	65	
Minx Ph. I-II con	39-48	11,000	8000	4000	2000	1185	65	
Minx Ph. III-VIIIA	48-56	6000	4000	1750	800	1390	73	
Minx Ph. III-VIIIA con	48-56	10,500	7250	3500	1600	1390	73	
Californian	53-56	8900	6000	3000	1600	1390	74	
Minx SI-IIIC	56-63	6250	4250	2000	900	1592	80	
Minx SI-IIIC con	56-62	10,500	7500	3750	1850	1494	80	
Minx SV-VI	63-67	4500	2850	1450	750	1725	81	
Husky II/III estate	58-66	6750	4750	2100	1100	1390	74	
Super Minx SI-IV	61-66	5500	3500	1650	800	1725	86	
Super Minx con	62-64	8500	6000	2900	1500	1592	84	
Imp	63-76	6250	4000	1850	900	875	81	
Imp Californian	67-70	6750	4500	2200	1000	875	81	
Husky (Imp)	66-70	6400	4200	1900	1000	875	80	
Hunter GLS	72-76	20,000	14,000	6500	3000	1725	110	
Avenger GT/GLS	71-81	12,500	9000	4500	2000	1598	98	
Avenger Tiger	72-73	16,500	11,000	6000	3000	1599	100	
HONDA								Honda S800 Sports Car Club (0121 444 2988)
S800 coupé	66-70	23,000	16,500	10,500	5500	791	96	
S800 sports	66-70	29,500	20,500	14,500	8750	791	96	
CRX 1.6i/V-TEC	86-91	10,000	7000	3000	1400	1595	125	
NSX 3.0	90-02	72,500	55,000	37,500	26,500	2977	158	
Beat	91-95	4750	3000	1500	900	656	84	

NE DENOTES NEW ENTRY TO PRICE GUIDE			Private sale					
	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Integra Type R DC2	98-01	19,500	14,000	7000	3500	1787	143	
S2000 (AP1)	99-09	14,000	11,500	6000	3250	1997	147	▲
HRG								
1100/1500	38-56	60,000	46,500	32,000	22,500	1496	81	
HUMBER	Post-Vintage Humber Car Club (01604 404363)							
Hawk MkI-VI	49-57	7500	5500	2500	1200	2267	80	
Hawk SI-IV	57-68	7500	5000	2350	1150	2267	86	
Snipe	45-48	9500	7500	3000	1400	2731	72	
Snipe/P'man MkI-IV	45-56	11,000	8000	3400	1500	4139	91	
Super Snipe dhc	49-52	22,000	15,000	10,000	5000	4086	80	
Super Snipe/Imperial	58-67	11,000	8000	2750	1250	2651	106	
Sceptre MkI-II	63-67	8000	5500	2400	1000	1725	90	
Sceptre MkIII	67-76	7000	4950	2000	850	1725	98	
ISO	Iso Bizzarrini Club (020 8891 6663)							
Rivolta	62-70	80,000	60,000	40,000	30,000	5359	140	
Grifo	63-74	300,000	240,000	195,000	125,000	5359	161	
Grifo 7-litre	69-74	375,000	300,000	235,000	165,000	6998	170	
Lele	70-74	45,000	26,000	15,000	7500	5736	145	
JAGUAR	Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)							
SS100 2½-litre	36-39	350,000	250,000	185,000	140,000	2663	94	
SS100 3½-litre	38-39	425,000	325,000	240,000	185,000	3485	104	
1½-litre	45-49	27,500	18,500	9750	4000	1776	70	
2½-litre	46-51	30,000	20,000	11,000	4750	2663	87	
3½-litre	46-51	35,000	25,000	12,750	5250	3485	92	
MkV 2½-litre con	49-51	57,500	37,500	22,500	11,750	2663	87	
MkV 3½-litre con	49-51	69,000	43,000	27,000	16,000	3485	92	
XK120 alloy rdstr	49-50	185,000	150,000	100,000	70,000	3442	132	
XK120 roadster	50-54	100,000	70,000	47,500	32,000	3442	122	
XK120 dhc	50-54	90,000	65,000	45,000	30,000	3442	122	
XK120 fhc	51-54	78,000	52,000	39,000	25,000	3442	121	
C-type	51-54	4.85m	3.85m	3.4m	2.95m	3442	144	
XK140 roadster	54-57	104,000	72,500	47,500	30,000	3442	126	
XK140 fhc	54-57	72,500	52,500	35,000	22,500	3442	125	
XK140 dhc	54-57	100,000	71,000	42,500	29,000	3442	125	
D-type	54-57	6m	5.25m	4.1m	3.75m	3442	160	
XK150 roadster	58-60	102,500	72,500	42,500	27,500	3781	130	
XK150 fhc	57-61	70,000	48,000	30,000	19,500	3781	128	
XK150 dhc	57-61	99,000	65,000	39,000	26,000	3781	127	
XK150S 3.4 roadster	58-60	145,000	97,500	70,000	52,000	3442	130	
XK150S 3.4 fhc	58-60	90,000	65,000	45,000	35,000	3442	129	
XK150S 3.4 dhc	58-60	122,000	87,500	62,500	44,000	3442	130	
XK150S 3.8 roadster	59-60	188,000	145,000	115,000	82,500	3781	136	
XK150S 3.8 fhc	59-60	102,000	75,000	52,500	42,000	3781	132	
XK150S 3.8 dhc	59-60	160,000	120,000	90,000	65,000	3781	130	
MkVII-MkIX	51-61	32,000	21,000	10,000	4000	3442	105	
MkX/420G	61-70	22,200	15,000	7000	3000	4235	120	
Mk1 2.4	55-59	27,500	18,500	9500	3500	2483	96	
Mk1 3.4	57-59	40,000	26,500	15,000	8500	3442	120	
Mk2 2.4	59-67	20,000	13,000	7500	2650	2483	96	
Mk2 3.4	59-67	35,000	25,000	10,000	4000	3442	114	
Mk2 3.8	59-67	50,000	30,000	14,000	5000	3781	121	
S-type sal	63-68	22,500	15,000	7250	3250	3781	121	
240	67-68	21,500	14,000	6000	2500	2483	105	
340	67-68	27,500	20,000	9000	4000	3442	123	
420	66-68	15,000	10,000	4500	2000	4235	123	
E-type 3.8 rdstr (ff)	61-62	145,000	100,000	80,000	60,000	3781	145	
E-type 3.8 cpé (ff)	61-62	110,000	90,000	72,500	50,000	3781	145	
E-type 3.8 roadster	62-64	132,500	95,000	65,000	40,000	3781	145	
E-type 3.8 coupé	61-64	100,000	75,000	52,500	32,500	3781	145	
E-type 4.2 S1 rdstr	64-67	127,500	87,500	61,000	39,000	4235	145	
E-type 4.2 S1 coupé	64-67	92,000	64,000	45,000	29,000	4235	145	
E-type S1 2+2	66-67	58,000	42,000	22,500	13,000	4235	136	
E-type S1½/S2 rdstr	67-70	86,000	67,500	40,000	26,000	4235	145	
E-type S1½/S2 fhc	67-70	70,000	47,500	30,000	18,000	4235	145	
E-type S1½/S2 2+2	67-70	50,000	35,000	20,000	12,000	4235	136	
E-type V12 roadster	71-75	77,000	55,000	32,000	18,000	5343	150	
E-type V12 fhc 2+2	71-74	52,000	38,000	22,000	10,500	5343	150	
XJ6 2.8 Series 1	68-73	10,000	6750	2500	1000	2791	117	
XJ6 4.2 Series 1	68-73	15,500	10,000	3750	1250	4235	124	
XJ12 Series 1	72-73	16,000	10,500	4500	2000	5343	140	
XJ6 Series 2	73-79	12,000	7500	3000	1000	3442	117	
XJ6 Series 3	79-86	10,000	6000	2500	950	4235	125	
XJ12 Series 2-3	75-93	13,000	8750	3750	1500	5343	146	
XJ6 Coupé	75-78	22,500	13,000	6500	3250	4235	120	▼
XJ12 Coupé	75-78	25,500	15,000	8000	3850	5343	143	▼
XJR 3.6/4.0 sal	88-94	11,000	7000	3500	1600	3980	142	
XJ12 (XJ81) sal	93-94	10,000	6500	2850	1350	5994	155	
XJR X300 sal	94-97	12,000	8000	2850	1200	3980	155	
XJ12 X300 sal	94-97	8500	6250	3000	1500	5994	155	
XJ-S manual	75-80	27,500	20,000	10,000	6000	5343	154	
XJ-S V12 auto	75-91	12,500	7750	3250	900	5343	150	
XJ-S 3.6	83-89	9500	6400	2750	1000	3590	141	
XJ-SC 3.6 cabrio	83-87	11,500	8000	3850	1750	3590	134	
XJ-SC V12 cabrio	85-88	15,000	10,000	4800	2000	5343	150	
XJ-S V12 con	88-91	18,500	11,750	5250	2250	5343	150	
XJS V12	91-96	16,000	10,500	4950	2000	5994	161	
XJS V12 con	91-96	18,000	12,000	5750	2650	5994	160	
XJR-S	88-93	24,000	16,000	8500	3650	5993	158	
XJS 4.0	91-96	12,000	8250	3600	1650	3980	138	
XJS 4.0 conv	92-96	20,000	12,000	6500	3400	3980	138	
XJ220	89-92	350,000	300,000	215,000	200,000	3498	212	
XK8 4.0 fhc	96-02	7750	5250	2400	1200	3996	155	
XK8 4.0 con	96-02	9750	7000	3650	2000	3996	155	
XJR (X308) sal	97-03	9000	6000	2500	1000	3996	155	
XKR 4.0 fhc/con	98-02	11,250	7750	3600	2000	3996	157	
JEEP								
Cherokee	92-01	12,000	7500	2800	800	3960	107	
JENSEN	Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)							
541/R/S	54-63	54,000	40,000	22,500	13,000	3993	123	
C-V8	62-65	55,000	40,000	20,000	11,000	6276	143	
Interceptor MkI	67-69	58,000	40,000	18,500	8500	6276	140	
Interceptor II-III	70-75	50,000	33,500	15,000	7500	6276	140	
FF	67-71	115,000	77,500	55,000	34,000	7212	141	
Interceptor SP	71-73	55,000	36,500	16,500	8000	7212	144	
Interceptor con	74-76	62,500	45,000	28,500	16,000	7212	140	
Jensen-Healey/GT	72-76	15,000	10,500	5000	2000	1973	120	
JOWETT	Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)							
Javelin	47-54	11,000	7500	3500	1500	1486	77	
Jupiter	50-54	28,000	22,000	15,000	8000	1486	85	▼
LAGONDA	Lagonda Club (01252 845451)							
2.6-litre	48-53	47,500	32,500	20,000	9500	2580	90	
2.6-litre con	49-53	75,000	57,500	30,000	18,000	2580	90	
3-litre	53-57	60,000	40,000	26,500	12,500	2922	100	
3-litre con	53-57	89,500	66,000	36,000	21,000	2922	100	
Rapide	61-64	125,000	90,000	60,000	37,500	3995	135	
Saloon 'Wedge'	76-87	70,000	47,500	26,500	18,000	5340	140	
LAMBORGHINI	Lamborghini Owners' Club UK (lamborghiniclubuk.com)							
350GT/400GT Inter	64-67	510,000	430,000	340,000	250,000	3497	147	
400GT 2+2	67-68	275,000	220,000	180,000	150,000	3929	150	
Miura P400	66-69	1.4m	1.15m	850,000	600,000	3929	170	
Miura 400S	69-71	1.6m	1.3m	1m	675,000	3929	172	
Miura SV	71-75	3.3m	2.6m	2m	n/a	3929	175	▲
Islero	68-70	230,000	175,000	135,000	105,000	3929	160	
Jarama	70-78	120,000	88,000	60,000	40,000	3929	162	
Espada I	68-70	140,000	100,000	65,000	37,500	3929	154	
Espada II/III	71-78	107,500	78,500	53,000	30,000	3929	154	
Urraco P250	73-74	72,500	52,000	30,000	20,000	2463	148	
Urraco P300	75-76	82,500	62,000	35,000	22,500	2997	158	
Jalpa	82-86	75,000	50,000	30,000	22,000	3485	153	
C'tach LP400 'Peri'	74-76	975,000	785,000	650,000	500,000	3929	192	
Countach LP400	76-78	450,000	350,000	265,000	185,000	3929	192	
C'tach LP400S	78-82	395,000	325,000	240,000	165,000	3929	164	
Countach 5000	82-90	375,000	300,000	220,000	150,000	5167	179	
Countach 25th Anni	89-90	275,000	225,000	175,000	130,000	5167	179	
Diablo	91-01	167,500	135,000	100,000	75,000	5707	202	
Diablo VT	93-01	185,000	155,000	115,000	95,000	5707	200	
LANCHESTER	Daimler & Lanchester Owners' Club (07000 356285)							
Ten (LD10)	46-51	7500	5000	2400	1200	1287	69	
LANCIA	Lancia Motor Club (lanciamotorclub.co.uk)							
Aprilia saloon	37-49	25,000	18,000	10,000	5000	1486	80	
Appia saloon	53-63	15,000	10,000	5250	2600	1089	80	
Aurelia B10/21/22	50-55	25,000	19,000	12,000	6000	1754	90	
Aurelia B20GT	53-58	135,000	98,500	68,500	49,000	2451	113	
Aurelia B24 Spider	55-56	750,000	600,000	525,000	450,000	2451	115	
Aurelia B24 conv	57-58	270,000	210,000	160,000	117,500	2451	108	
Flaminia saloon	57-70	10,000	7000	3750	1750	2458	100	
Flaminia coupé	59-67	47,500	34,000	20,000	13,000	2775	112	
Flaminia GT/GTL/3C	59-67	75,000	57,500	40,000	25,000	2775	115	
Flaminia convertible	59-67	140,000	92,500	64,000	45,000	2775	110	
Flaminia Sport Zag	59-67	285,000	210,000	155,000	105,000	2775	130	
Flavia saloon	61-70	12,000	7750	3250	1500	1488	105	
Flavia coupé 1.5/1.8	62-68	25,000	17,500	8000	4000	1800	112	
Flavia Sport Zagato	63-67	54,000	42,500	30,000	16,500	1800	120	
Flavia 2000 saloon	70-74	13,500	8500	4000	1600	1991	110	
Flavia 2000 coupé	69-73	16,750	12,000	6250	2750	1991	115	
Fulvia Berlina	63-73	6750	4000	1750	800	1216	100	
Fulvia coupé	65-76	20,000	15,000	6500	2750	1298	96	
Fulvia Sport Zagato	68-72	35,000	24,500	16,500	8750	1298	109	
Fulvia HF SI/SII	68-72	48,000	34,000	20,000	12,500	1584	115	▼
Stratos	72-74	525,000	440,000	350,000	260,000	2418	130	
Beta sal	72-81	6500	4250	1750	650	1995	118	
Beta Coupé 1.6/2.0	73-84	7500	5000	2100	900	1995	114	
Beta Coupé Volumex	83-84	11,000	7750	3500	1500	1995	126	
Beta Spider 1.6/2.0	75-82	11,000	7750	3000	1400	1995	114	
Beta HPE	75-85	8250	5750	2900	1100	1995	116	
Beta HPE Volumex	83-85	12,000	8000	3750	1750	1995	116	
Montecarlo	75-84	25,000	17,500	8000	3000	1995	120	
Gamma	76-84	5500	3500	1650	750	2484	121	
Gamma Coupé	76-84	10,000	7000	3200	1300	2484	121	
Rally 037 Stradale	82-83	495,000	420,000	325,000	275,000	1995	128	
Delta S4 Stradale	85-87	325,000	250,000	175,000	n/a	1759	140	
Delta HF Turbo	84-90	12,000	8000	3750	1750	1585	121	
HF Integrale	87-91	33,500	24,000	13,000	6750	1995	134	
Integrale Evo 1	91-93	65,000	50,000	32,000	16,000	1995	135	
Integrale Evo 2	93-95	88,000	67,500	42,000	20,000	1995	136	
LAND ROVER	Series I Club (01363 82666); SII Club, PO Box 251, Barnsley S70 5YN							
Series I 80in	48-53	43,000	27,500	14,000	5750	1595	60	
Series I	53-58	32,000	18,000	8000	2000	1997	60	
SII/IIA 2.2/2.6 88in	58-71	22,500	12,500	5000	1600	2286	69	
SII/IIA 2.2/2.6 109in	58-71	24,000	13,500	5500	1750	2625	75	
SIII 2.2/2.6/3.5	71-85	20,000	12,000	3600	1250	2625	73	
SIII Stage 1 V8	79-83	22,000	13,500	5500	1950	3528	86	
Defender	84-90	14,500	10,000	3650	1750	2495	77	
Defender V8	85-90	20,000	13,500	5750	2400	3528	86	
Defender Tdi	90-98	19,000	12,000	5500	2000	2495	80	
Defender Td5	98-07	21,000	14,000	6000	3000	2495	85	
Range Rover 2dr	70-72	42,000	32,000	18,000	8500	3528	96	
Range Rover 2dr	73-78	34,000	24,500	13,000	5000	3528	99	
Range Rover	78-89	25,000	16,000	4500	1250	3528	106	
Range Rover 3.9SE	89-96	18,500	10,000	4000	1000	3947	108	
Range Rover 4.2LSE	92-95	28,000	17,500	6500	2000	4192	110	▼
LEA-FRANCIS	Lea-Francis Owners' Club (01865 407515)							
14hp/14/70 saloon	46-54	12,000	8500	4650	2000	1767	75	
14hp/2½-litre Sports	50-53	45,000	28,000	20,000	12,000	2496	100	
LOTUS	Club Lotus (01362 694459); Historic Lotus Register (01293 871541); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219)							
Elite	57-63	77,500	62,500	44,000	26,000	1216	113	
Seven SII	60-68	33,000	22,000	14,000	9000	1098	92	▼
Super Seven 1.3-1.6	61-69	35,000	25,000	16,000	11,000	1498	103	
Seven SIII 1.3/1.6	68-70	27,000	19,500	13,000	8250	1599	108	
Seven S4	69-73	16,000	11,500	7000	3500	1599	108	
Lotus Cortina MkI	63-64	64,000	49,000	33,000	25,000	1558	108	
Lotus Cortina MkI	64-66	56,000	42,500	28,000	20,000	1558	107	
Cortina II Lotus	67-70	32,000	26,000	17,500	11,500	1558	102	
Elan S1 dhc	62-64	38,500	30,000	21,000	14,500	1558	119	
Elan S2-S3 dhc	64-68	33,500	25,000	16,000	10,000	1558	120	
Elan S4 dhc	68-71	29,500	22,500	15,000	9250	1558	120	
Elan S3/S4 cpé	66-71	27,500	21,000	12,000	7250	1558	123	
Elan Sprint con	71-73	46,500	36,500	24,000	15,000	1558	121	▼
Elan Sprint Coupé	71-73	39,000	29,500	20,000	13,000	1558	121	▼
Elan Plus 2	67-74	28,000	20,000	11,000	6000	1558	121	
Europa S2	67-71	18,500	13,000	6850	4250	1470	110	▼
Europa TC/Special	71-75	28,000	20,000	11,000	6000	1558	123	▼
Elite, Eclat	74-82	11,000	7500	2900	1400	2174	129	
Esprit S1	76-78	40,000	31,000	22,000	15,000	1973	124	
Esprit S2	78-81	29,500	22,000	14,000	9000	1973	130	
Esprit Turbo	80-87	37,500	26,500	14,000	8000	2174	148	
Esprit S3	82-87	26,500	18,500	11,000	6000	2174	134	
Excel	82-88	10,000	7000	3000	1500	2174	130	
Esprit X180	87-90	24,000	17,500	9250	5250	2174	135	
Esprit Turbo/SE	87-92	32,000	22,000	12,000	6750	2174	156	
Esprit S4 Turbo	93-96	39,000	29,000	15,000	8500	2174	161	
Esprit GT3	96-99	38,500	29,500	17,500	12,500	1973	163	
Esprit V8	96-04	55,000	40,000	30,000	20,000	3506	175	
Carlton/Omega	90-92	67,500	47,500	25,000	16,000	3615	177	
Elan SE turbo	89-92	9950	6750	3750	2000	1588	137	
Elan S2	94-95	10,500	7500	4500	2500	1588	137	
Elise S1	95-00	21,000	15,000	10,750	6750	1796	126	▼
Elise S2	00-05	17,000	13,000	10,500	8250	1796	125	
Elise 111/S	99-05	20,000	15,750	12,250	10,000	1796	132	
340R	00-02	35,000	28,500	22,000	16,000	1796	133	
Exige S1	00-02	31,000	24,000	17,000	13,500	1796	136	
MARCOS	Marcos Owners' Club (01384 561524); Club Marcos Int (01225 707815)							
GT1800	64-66	20,000	16,000	11,500	7000	1780	115	
1500/1600	66-68	22,000	17,000	12,000	7500	1598	117	
3-litre	69-72	21,750	16,000	11,000	6750	2978	120	
Mini-Marcos	65-74	8500	6500	3250	1600	1275	100	
Coupé/Mantula	81-87	14,500	10,000	6000	3500	2792	130	
Mantara	93-97	15,750	12,500	10,000	7500	3946	158	
MASERATI	Maserati Club (01494 717701)							
A6G/2000 Zag. cpé	54-57	2.6m	1.75m	1.4m	1.1m	1986	131	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
A6G/2000 coupé	54-57	550,000	475,000	400,000	350,000	1986	131	
3500GT coupé	58-64	165,000	135,000	102,500	70,000	3485	142	
3500GT Spider	58-64	450,000	400,000	330,000	250,000	3485	140	▼
Sebring 3.5/3.7/4.0	62-66	150,000	117,500	90,000	52,500	3485	138	
Mistral coupé	63-70	140,000	110,000	72,500	37,500	3692	147	
Mistral Spyder	64-70	425,000	365,000	275,000	200,000	3692	147	▼
Quattroporte 4.1/4.7	63-71	60,000	40,000	25,000	15,000	4136	130	
Quattroporte III	79-90	20,000	13,000	6500	3500	4930	122	
Mexico	65-72	95,000	70,000	42,000	27,500	4719	150	
Indy	66-74	62,500	49,000	34,000	24,000	4719	156	
Ghibli 4.7	67-70	195,000	150,000	90,000	59,000	4719	155	
Ghibli Spyder	69-71	550,000	495,000	425,000	350,000	4719	154	
Ghibli 4.9 SS	70-73	235,000	175,000	110,000	70,000	4930	172	
Ghibli SS Spyder	71-72	625,000	550,000	475,000	400,000	4930	170	
Bora 4.7/4.9	71-79	167,500	130,000	85,000	45,000	4719	160	
Merak	72-75	42,500	30,000	20,000	12,000	2965	135	
Merak SS	76-83	57,500	42,500	25,000	15,000	2965	147	
Khamsin	74-82	130,000	98,500	65,000	40,000	4930	151	
Kyalami 4.1/4.9	76-83	57,500	45,000	28,500	15,000	4930	150	
Biturbo 220-425	81-88	10,000	6000	2500	1200	2491	138	
Biturbo Spyder	84-94	13,250	8500	4000	2000	2491	138	
Ghibli II	94-97	17,500	12,000	5750	2850	2790	155	
Quattroporte IV	94-01	10,500	8000	5000	2650	2790	158	
3200GT	98-01	15,000	10,650	6850	4850	3217	180	
4200GT	02-07	14,500	10,500	7000	4750	4244	177	
MATRA	Matra Enthusiasts' Club (01892 652964)							
Bagheera	73-79	12,000	8000	3500	1250	1442	102	
Murena	80-83	14,000	9000	4000	1500	2155	121	
MAZDA	mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)							
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125	
RX7	78-86	15,000	10,000	4500	1250	2292	119	
RX7 S2	86-91	7000	4750	2250	900	2254	140	
RX7 S3	92-95	8000	6500	4000	2000	2608	156	
MX-5	90	6000	4000	1850	1000	1597	121	
MX-5	91-97	4750	3000	1250	500	1839	123	
McLAREN								
F1	93-98	16.9m	15.8m	15m	13.5m	6064	240	
MERCEDES-BENZ	M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)							
500K Cabrio A/B/C	34-36	1.25m	1m	700,000	450,000	5016	102	
500K Sports/Rdster	34-36	3m	2.5m	1.95m	1.3m	5016	102	
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	
540K Cabrio A	36-39	1.9m	1.4m	1m	900,000	5401	101	▼
540K Cabrio B/C	36-39	1.1m	875,000	600,000	450,000	5401	100	
540K Special Rdster	36-39	5.75m	4.85m	4m	3m	5401	106	
180/190 Ponton sal	53-62	16,500	11,500	5500	2500	1897	87	
219/220S Ponton sal	56-59	19,500	14,000	6750	3500	2195	101	
220S/SE cabrio	56-60	110,000	75,000	45,000	26,500	2195	101	
220S/SE coupé	57-60	54,000	37,500	23,500	15,000	2195	101	
300A/B/C/D sal	51-62	56,500	36,500	20,000	10,000	2996	101	
300 cabrio D	57-62	200,000	145,000	90,000	50,000	2996	100	
300S cab/rdstr	52-55	420,000	325,000	240,000	160,000	2996	112	
300Sc cab/rdstr	55-58	600,000	450,000	325,000	225,000	2996	112	
300Sc coupé	55-58	360,000	290,000	220,000	150,000	2996	112	
300SL Gullwing	54-57	1.45m	1.15m	950,000	750,000	2996	145	▼
300SL roadster	57-63	1.4m	1.1m	800,000	625,000	2996	130	▼
190SL roadster	55-63	125,000	87,500	60,000	40,000	1897	109	
190/200 Fintail sal	61-68	13,000	9500	4000	1750	1988	90	
220/230 Fintail sal	59-68	16,500	11,500	5250	2250	2281	100	
300SE/L Fintail sal	61-65	30,000	20,000	8500	3250	2996	109	
220SEb coupé	61-65	45,000	32,500	17,500	10,000	2195	107	
220SEb cabrio	61-65	100,000	67,500	36,500	22,500	2195	107	▼
300SE coupé	62-67	75,000	50,000	30,000	18,500	2996	110	
300SE cabrio	62-67	160,000	125,000	70,000	47,500	2996	109	
230SL sports	63-67	87,500	62,500	34,000	21,000	2306	121	
250SL sports	67-68	92,500	65,000	36,000	23,000	2496	121	
280SL sports	67-71	115,000	75,000	40,000	26,000	2778	121	
600 saloon	64-81	100,000	75,000	43,000	25,000	6330	120	
250/280S/SE sal	65-72	19,500	13,000	5500	2250	2778	116	
250SEC/280SEC cpé	65-69	55,000	37,500	22,200	13,500	2778	116	▼
250/280SE cab	65-69	125,000	90,000	44,000	24,000	2778	116	
280SE cpé (low grille)	70-72	50,000	35,000	20,500	13,000	2778	116	
280SE cab (low grille)	70-72	100,000	77,500	40,000	22,500	2778	116	
280SE 3.5 coupé	69-71	100,000	75,000	39,500	25,000	3499	127	
280SE 3.5 cabrio	69-71	250,000	190,000	135,000	95,000	3499	127	
300SE/SEL sal	65-69	22,000	14,000	6000	2500	2996	115	
280/300SE/SEL 3.5	69-72	25,000	16,500	7500	3500	3499	128	
300SEL 6.3 saloon	67-72	50,000	37,000	22,500	10,000	6329	132	
200/220/230.4 sal	67-76	11,000	7000	3000	1200	2197	105	
230.6/250/280 sal	67-76	12,000	7500	3250	1300	2746	125	
250CE/280CE coupé	68-76	18,000	12,000	6000	2500	2746	125	
280/350/380/420SL	71-89	30,000	20,000	7500	2750	4196	130	
500/560SL sports	82-89	38,500	24,000	10,000	3750	5547	142	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
300SL (R107)	85-89	35,000	22,000	9500	3750	2962	124	
350/380/450SLC cpé	71-81	22,500	14,000	5000	1750	4520	137	
280S/SE sal	72-80	12,000	7500	3250	1250	2746	118	
350/450SE/SEL sal	72-80	17,500	12,000	5000	1600	4520	130	
200/230E sal	75-84	11,750	8000	3600	1500	2299	114	
250/280E sal	75-84	12,000	8250	3750	1650	2746	124	
230/280CE coupé	77-85	16,000	11,500	5000	2000	2746	125	
G-wagon (W460)	79-92	27,500	17,500	7500	3500	2746	102	
450SEL 6.9 sal	76-80	38,500	27,000	13,500	6750	6834	140	
280SL-SL320 (R129)	89-01	13,500	8500	3500	1600	2960	142	
500SL/SL500 (R129)	89-01	17,500	11,250	4750	2300	4973	155	
600SL/SL600 (R129)	92-01	26,500	18,500	7750	3750	5987	155	
380/420/500SEC	81-91	19,000	13,000	6500	2250	4973	138	
560SEC	86-91	21,000	14,500	8000	3000	5547	151	
300SE-500SE sal	80-91	9750	6250	2200	850	4973	147	▲
500/560SEL sal	80-91	13,000	8000	2900	1200	5547	156	
190E sal	82-92	6750	4750	1850	800	1997	119	
190E 2.3/2.5-16	83-92	30,000	20,000	10,000	6000	2299	143	
W124 Coupé	87-95	8500	5500	2000	650	2962	139	
E220, E320 Cabrio	91-97	18,000	12,000	5500	2650	3199	142	
W124 sal/est	84-95	7500	4750	1750	650	3199	146	
500E saloon	90-95	45,000	35,000	17,500	10,000	4973	155	
SLK230 Komp'	97-04	4500	2750	1000	500	2295	140	
SL55 AMG	02-08	17,500	12,500	8500	5750	5439	155	
SLR McLaren	03-10	220,000	175,000	150,000	n/a	5439	208	▼
MESSERSCHMITT	Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)							
KR175/200	53-64	25,000	17,500	11,000	6500	191	65	
TG500 Tiger	58-61	100,000	80,000	60,000	40,000	493	75	
MG	Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)							
SA saloon	36-39	37,500	30,000	22,000	13,000	2322	80	
SA tourer/dhc	36-39	62,500	46,000	30,000	19,000	2322	80	
VA saloon	37-39	27,500	20,000	13,000	8000	1548	80	
VA tourer/dhc	37-39	37,500	25,000	17,500	11,000	1548	81	
WA saloon	38-39	45,000	35,000	25,000	15,000	2561	91	
WA tourer/dhc	38-39	80,000	60,000	40,000	24,000	2561	91	
TA/TB/TC	36-49	32,000	22,500	13,500	8750	1250	78	
TD	49-53	21,500	15,500	10,000	6200	1250	80	
TF1250/1500	53-55	29,000	20,000	13,000	7000	1466	85	
YA/YB	47-53	15,000	9750	4200	1250	1250	71	
Magnette ZA/ZB	53-59	17,000	11,500	4750	2250	1489	82	
MGA Roadster	55-62	30,000	20,000	12,000	7500	1489	98	
MGA Coupé	56-62	23,500	16,000	10,000	6000	1489	98	▼
MGA Twin Cam Rdstr	58-60	46,500	33,000	23,000	14,500	1588	115	
MGA Twin Cam Cpé	58-60	37,000	27,000	17,500	12,000	1588	115	
Magnette III/IV	59-68	10,000	6750	2900	1350	1622	87	
1100/1300	62-71	10,000	7000	2950	1300	1275	97	
MGB roadster p/h	62-65	20,500	14,500	7500	4000	1798	103	
MGB roadster	65-67	17,000	12,000	6000	3000	1798	103	
MGB GT	65-67	15,000	10,000	4900	2250	1798	103	
MGB MkII roadster	67-71	16,250	11,000	5400	2500	1798	103	
MGB MkII GT	67-71	13,000	8400	3750	1600	1798	103	
MGB MkIII roadster	71-74	15,750	10,000	5000	2250	1798	100	
MGB MkIII GT	71-74	11,500	7750	3400	1500	1798	96	
MGB roadster	75-80	11,500	7500	3000	1250	1798	96	
MGB GT	75-80	9500	6000	2250	850	1798	104	
MGC roadster	67-69	27,500	18,500	9950	4250	2912	120	
MGC GT	67-69	25,000	16,000	8000	3650	2912	120	
MGB GT V8 chrome	73-74	25,000	16,500	7950	3850	3528	125	
MGB GT V8 rubber	74-76	20,000	13,000	6400	3000	3528	125	
Midget MkI	61-64	12,250	8250	4000	1750	948	86	
Midget MkII	64-66	11,750	8000	3650	1600	1098	90	
Midget MkIII	66-74	12,000	8000	3250	1250	1275	96	
Midget 1500	74-79	7500	5000	1650	600	1498	101	
Metro	82-90	7250	5250	2750	1500	1275	100	
Metro Turbo	83-89	14,000	10,000	5000	2500	1275	110	
Montego Turbo	85-91	9000	6500	3500	1850	1994	124	
Maestro Turbo	89-91	15,500	11,500	7000	4000	1994	128	
Metro 6R4	85-86	140,000	115,000	85,000	62,500	2991	120	
RV8	93-96	19,000	14,500	10,000	6250	3946	136	
MGF/TF	95-05	3300	1900	800	375	1796	126	
ZT260 V8	03-05	11,000	7750	4750	3250	4601	155	
MITSUBISHI								
Starion Turbo	82-89	14,000	10,000	4500	2000	1997	133	
3000GT/GTO	90-01	8000	5750	2750	1250	2972	153	
Evo IV-VI	97-99	27,500	20,000	11,000	5500	1997	150	
MORGAN	Sports Car Club (01384 254480); Three-Wheeler Club (01823 277852)							
4/4 Series I	36-50	38,000	27,500	17,500	10,000	1267	70	
Plus 4 (Vanguard)	50-53	36,000	26,000	16,000	8250	2088	85	▼
Plus 4 (TR)	54-69	36,500	26,500	17,500	8500	1991	96	▼
Plus 4 SS	61-69	70,000	50,000	30,000	20,000	2138	120	
4/4 SII/III/IV/V	54-68	27,500	20,000	12,500	7600	1498	85	
4/4 1600/CVH	68-93	25,000	18,000	10,750	6750	1597	105	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
4/4 1800 (Zetec)	93-06	21,000	17,000	13,000	8000	1796	106	
Plus 4	85-87	21,000	16,000	11,000	8000	1994	109	
Plus 4	88-00	21,500	17,000	12,500	8500	1994	115	▼
Plus 8	68-72	46,500	31,000	20,000	14,000	3528	125	
Plus 8	73-86	40,000	28,000	17,500	12,000	3528	125	
Plus 8 injection	84-04	34,000	25,000	15,000	10,000	3528	125	
MORRIS	Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675)							
Minor MM lowlamp	48-51	13,000	9000	4500	2250	918	64	
Minor MM L-L Tourer	48-51	20,000	12,500	6750	3500	918	64	
Oxford MO	48-54	7000	5000	2400	1100	1476	72	
Six	49-54	8500	6500	2500	1200	2215	86	
Minor MM/SII	50-56	9000	6750	2850	1100	803	63	
Minor MM/SII conv.	50-56	13,000	8750	3750	1850	803	63	
Minor SII Traveller	53-56	16,500	11,000	4600	1600	803	63	
Minor 1000	56-70	10,500	7000	3000	1000	1098	77	
Minor 1000 conv.	56-69	13,500	9250	4000	1850	1098	77	
Minor 1000 Traveller	56-71	17,000	11,500	4850	1400	1098	76	
Isis	55-58	6750	4850	2250	1000	2639	90	
Oxford/Cowley II-III	54-60	6000	4000	1650	800	1489	78	
Oxford V-VI	59-71	8000	5500	2250	1100	1622	80	
Marina Coupé	71-78	3500	2250	1100	550	1798	95	
Marina TC/GT	71-78	4000	2500	1300	700	1798	100	
NISSAN								
300ZX Turbo	84-89	10,250	7000	3250	1500	2960	149	
300ZX	89-00	14,500	9500	4000	2000	2960	155	
Figaro	91	8500	5500	2250	1000	987	98	
Skyline GT-R R32	89-94	52,000	40,000	22,000	15,000	2568	155	
Skyline GT-R R33	95-99	47,500	37,500	20,000	12,500	2568	155	
NSU	NSU Owners' Club (01883 744431); Ro80 Club (01274 484091)							
Prinz	58-72	9000	6000	2750	1200	598	71	
Sport Prinz coupé	59-67	9500	6750	3000	1500	598	76	
Wankel spider	64-67	15,500	11,750	6250	3500	497	95	
1000	64-72	7500	5000	2400	1200	996	80	
1200TT	67-72	18,500	12,750	8000	5000	1177	110	
Ro80	67-76	13,000	9000	4000	1250	995	108	
OPEL	Vauxhall-Opel Drivers' Club (01362 692020); Opel Manta OC (manta.club.org)							
Commodore/GS/E	67-77	10,000	6000	2650	1250	2490	121	
GT	68-73	15,500	11,000	5500	2600	1897	111	
Manta A coupé	70-75	15,000	10,000	5000	2400	1897	105	
Manta GT/E	75-88	13,500	9500	4500	2000	1979	122	
Monza cpé	78-87	12,500	8250	3600	1600	2968	128	
PANHARD	Panhard et Levassor Club GB (0161 483 8262)							
PL17 saloon	59-64	8750	6000	2750	1400	845	75	
24CT coupé	64-67	15,000	10,000	4750	2250	845	100	
PANTHER	Panther Car Club Ltd (07971 866829)							
J72	72-81	42,500	30,000	20,500	15,000	4235	115	
De Ville	74-85	65,000	42,500	32,000	24,000	5343	135	
Lima/Kallista	76-90	13,000	10,000	5000	2750	1596	98	
Kallista 2.8/2.8i/2.9i	82-90	14,500	10,750	5750	3250	2933	112	
PEERLESS/WARWICK	TR Register (01235 818866)							
GT	57-62	27,500	20,000	11,500	7000	1991	105	
PEUGEOT	Club Peugeot UK (020 8888 8772)							
203 saloon	48-60	8500	6500	3000	1350	1290	70	
403 cabrio	57-61	36,000	25,000	15,000	7500	1468	81	
204/304 saloon	65-74	4000	2750	1400	750	1288	90	
204/304 coupé	67-75	7500	5500	2500	1200	1288	90	
204/304 cabrio	67-75	11,500	8250	3650	1600	1288	88	▲
404 saloon	60-75	8000	5750	2850	1400	1618	90	
504 saloon	68-83	3850	2750	1350	650	1971	104	
504 cabrio	69-83	24,000	16,000	8500	4500	1971	105	
504 coupé	69-83	11,250	7750	3750	1750	1971	107	
504 V6 cabrio	74-83	28,500	19,000	11,000	5500	2664	117	
205 T16	83-85	200,000	160,000	135,000	115,000	1774	130	
205GTi 1.6	84-90	19,500	12,500	4950	1650	1580	122	
205CTI cabrio	86-92	7500	5000	2200	900	1580	120	
205GTi 1.9	87-94	24,000	15,000	6000	1900	1905	126	
309GTi	87-93	12,500	9000	4000	1500	1905	122	▲
106 Rallye S1/S2	94-99	9000	6250	3000	1500	1587	121	
106 GTI	96-04	7600	5400	2500	1250	1587	122	
406 Coupé	97-03	3250	2000	750	400	2946	141	
PIPER	Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk							
GTT/P2 1.6	68-74	25,000	18,500	13,500	9500	1599	115	
PORSCHE	Porsche Club GB (01608 652911); Enthusiasts' Club (01246 279358)							
356 pre-A Gmund	49-50	1.1m	900,000	700,000	600,000	1086	90	
356 pre-A	51-55	230,000	160,000	120,000	90,000	1488	90	
356 cabrio 1.3/1.5	51-55	265,000	185,000	150,000	110,000	1488	90	

			Private sale					
NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
356 Speedster	54-58	335,000	260,000	200,000	160,000	1488	92	
356 Convertible D	58-59	215,000	150,000	110,000	70,000	1488	92	
356A	55-59	90,000	65,000	39,000	25,000	1582	113	
356B/C	60-65	82,500	57,500	33,500	22,000	1582	113	
356A cabrio	55-59	160,000	115,000	75,000	48,500	1582	113	
356B roadster	60-61	175,000	130,000	80,000	50,000	1582	113	
356B/C cabrio	60-65	137,500	100,000	64,000	40,000	1582	113	
356A/B Carrera	55-62	450,000	330,000	260,000	200,000	1582	113	
Carrera 2	63-65	420,000	335,000	275,000	240,000	1966	125	
911 2.0	64-65	175,000	135,000	100,000	65,000	1991	131	
911/L 2.0	66-68	125,000	90,000	57,500	40,000	1991	131	
911S 2.0	66-69	165,000	125,000	85,000	60,000	1991	140	
912	65-69	59,500	43,500	27,500	17,500	1582	112	
911T	67-73	77,500	57,500	34,500	24,000	2195	131	
911E	68-73	87,500	65,000	37,500	27,500	2341	138	
911S 2.2	69-71	137,500	105,000	75,000	53,000	2195	144	
914-4	69-75	25,000	17,500	8000	4000	1795	112	
914-6	69-72	84,000	60,000	37,500	25,000	1991	125	
911S 2.4	71-73	160,000	115,000	80,000	57,500	2341	144	
Carrera RSL	72-73	850,000	650,000	500,000	400,000	2687	149	
Carrera RST	72-73	525,000	385,000	275,000	190,000	2687	149	
911 2.7	73-77	42,000	32,000	18,000	11,000	2687	135	
911S 2.7	73-77	55,000	42,000	27,500	17,500	2687	140	
Carrera 2.7MFI	73-77	200,000	150,000	110,000	85,000	2687	148	
911 Turbo (930) 3.0	75-77	160,000	125,000	100,000	72,000	2995	156	
Carrera 3.0	76-77	82,500	52,500	37,500	25,000	2994	146	
924	76-85	6000	3950	1600	750	1984	126	
924 Turbo	78-83	18,000	12,000	5750	2500	1984	144	
924 Carrera GT	80-81	70,000	55,000	37,500	26,500	1984	150	
924S/Le Mans	85-88	9250	6250	2500	1250	2479	136	
928/S/S2	77-87	26,000	18,000	10,000	3000	4664	155	
928S4	86-95	28,500	20,000	10,500	4500	4957	161	
928GT	89-92	35,000	24,000	15,000	7000	4957	168	
928GTS	91-95	56,500	42,500	25,000	12,000	5396	171	
911 Turbo (930) 3.3	77-90	145,000	110,000	75,000	47,500	3299	160	
911 Turbo Cabrio	86-90	127,500	95,000	60,000	42,000	3299	158	
911SC 3.0	77-83	60,000	44,000	25,000	15,000	2994	149	▲
911 Carrera 3.2	83-89	55,000	40,000	23,000	14,000	3164	158	
911 Carrera cabrio	83-89	50,000	36,000	22,000	13,500	3164	155	
Carrera Supersport	84-89	80,000	60,000	40,000	26,500	3164	158	
911 Speedster	88-89	147,500	120,000	90,000	60,000	3164	158	
959	87-88	1m	810,000	685,000	510,000	2994	190	
Carrera Club Sport	87-89	130,000	100,000	68,000	42,000	3164	154	
944	82-87	11,500	7400	3000	1200	2479	134	
944 Turbo	85-91	25,000	17,000	8500	4000	2479	157	
944S	86-88	12,500	8250	3500	1500	2479	140	
944S2	88-92	14,500	10,500	4400	1900	2990	149	
944S2 Cabrio	89-92	18,000	12,000	5250	2400	2990	149	
944 Turbo Cabrio	91-92	28,000	20,000	14,000	7500	2479	150	
911 (964)	89-94	67,500	50,000	30,000	20,000	3600	158	
911 Turbo (964)	90-94	140,000	110,000	75,000	40,000	3299	167	
911 Carrera RS (964)	92-94	275,000	205,000	165,000	132,500	3600	162	▲
968	92-95	16,000	12,750	7250	4000	2990	150	
968 Sport	94-95	24,000	16,500	10,000	6000	2990	151	
968 Club Sport	93-95	42,000	28,500	15,750	8000	2990	154	
911 Carrera (993)	94-97	64,000	47,500	32,000	22,500	3600	160	▲
911 Turbo 4 (993)	95-98	165,000	130,000	90,000	60,000	3600	180	
911 Turbo S (993)	97-98	320,000	260,000	190,000	150,000	3600	182	
911 C4S/C2S (993)	95-97	97,500	77,500	52,500	32,500	3600	171	
911 Carrera RS (993)	94-95	340,000	277,500	235,000	185,000	3746	172	▲
911RS Clubsport	95-96	360,000	300,000	255,000	200,000	3746	175	▲
911 GT2 (993)	95-98	990,000	800,000	685,000	500,000	3600	187	
Boxster 2.5	96-99	6500	4650	2600	1700	2480	149	
Boxster 2.7	99-04	7500	5500	3200	1950	2687	156	
Boxster 3.2S	99-04	10,000	7000	3850	2500	3179	164	
911 Carrera (996)	97-05	24,000	17,000	10,500	6750	3387	170	
911 GT3 (996)	99-05	77,500	60,000	45,000	37,500	3600	188	
911 Turbo (996)	99-05	43,500	32,500	24,000	20,000	3600	189	
911 GT2 (996)	01-05	108,000	95,000	82,500	70,000	3600	198	
RELIANT			Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)					
Sabre 4/6	61-64	11,000	8750	5750	2600	2553	110	
Scimitar SE4/a/b	64-70	16,000	10,000	4000	2000	2994	121	
Scimitar GTE SE5/5a	68-75	12,000	7750	2850	1100	2994	123	
Scimitar GTE SE6/6a	75-80	10,500	7000	2600	1000	2792	120	
Scimitar GTC	80-85	13,000	8250	3500	1600	2792	119	
Scimitar GTE SE6b	80-86	9400	6650	2650	1000	2792	122	
Middlebridge Scim'	88-90	30,000	24,000	16,000	10,000	2933	140	
Scimitar SS1	85-89	5000	3200	1350	550	1596	108	
Scimitar SS1 1800Ti	86-89	5900	4000	1750	800	1809	126	
RENAULT					Renault Owners' Club (renaultownersclub.com/)			
4CV	47-61	8500	6000	3600	2000	747	65	
Dauphine	54-63	8000	5500	2500	1100	845	70	
Dauphine Gordini	58-67	15,000	10,500	5000	2500	845	83	
Floride/Caravelle cpé	59-68	11,000	8000	3500	1600	1108	90	

			Private sale					
NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Floride/Caravelle con	59-68	14,000	9500	4500	2000	1108	90	
R4	62-80	8000	5000	2200	1000	1108	72	
R8/R10	62-71	6400	4250	2000	800	1108	84	
R8 Gordini	67-70	32,500	25,000	17,000	12,000	1255	108	
16GL/DL/TS/TX	65-79	11,500	8000	3500	1500	1565	105	
5 hatch	72-84	4000	2750	1500	700	1289	96	
5 hatch	84-96	3000	2000	1000	450	1397	109	
5 Turbo 2	83-86	85,000	57,500	35,000	25,000	1397	124	
5GT Turbo	86-91	26,500	18,500	8500	4000	1397	123	
Clio Williams	94-95	24,500	16,500	8250	4000	1998	134	
RILEY			Riley RM Club (01352 700427); Riley Motor Club (01902 773197)					
RMA/RME 1½ saloon	45-55	15,000	11,000	5500	2500	1496	81	
RMB/RMF 2½ saloon	46-53	19,250	14,500	7750	3750	2443	91	
Roadster RMC	48-50	40,000	26,000	15,000	8250	2443	100	
RMD convertible	48-51	28,500	20,000	12,500	6750	2443	91	
2.6/Pathfinder	53-59	11,750	7500	3400	1650	2443	101	
One Point Five	57-65	10,500	7500	3250	1500	1489	85	
4/68, 4/72	59-69	11,250	7750	3250	1400	1622	88	
Elf MkI/II 848/998	61-69	8300	6400	3000	1500	998	75	
Kestrel 1100/1300	65-69	7250	5000	2250	1000	1098	87	
ROCHDALE					Rochdale Owners' Club (01364 654419)			
GT	57-61	13,500	8750	4500	2500	1172	85	▼
Olympic	60-73	11,750	8000	4000	2250	1489	105	▼
ROLLS-ROYCE					Rolls-Royce Enthusiasts' Club (01327 811788)			
Silver Ghost	07-14	1.65m	1.4m	1.1m	900,000	7428	75	
Silver Ghost	18-25	400,000	320,000	250,000	165,000	7428	78	
Phantom I/II	25-35	300,000	190,000	80,000	30,000	7668	88	
Phantom III	36-39	230,000	140,000	62,000	27,500	7340	92	
Silver Wraith 4.3/4.6	47-59	49,000	36,000	19,000	10,500	4257	92	
Silver Dawn sal	49-55	42,500	29,500	16,000	8000	4566	98	
Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98	
Silver Cloud I sal	55-59	38,000	27,000	16,500	8000	4887	101	
SCI Mulliner con	55-59	450,000	325,000	240,000	175,000	4887	101	
Silver Cloud II sal	59-62	44,000	30,000	17,500	8500	6230	115	
SCII Mulliner con	59-62	275,000	200,000	125,000	85,000	6230	112	
Phantom V/VI limo	60-77	125,000	80,000	37,500	22,000	6230	112	
Silver Cloud III sal	62-66	50,000	35,000	19,000	9000	6230	116	
SCIII MPW con	62-66	250,000	170,000	95,000	60,000	6230	116	
Shadow/Wraith	66-80	21,000	14,000	6250	2000	6750	120	
MPW/Corniche cpé	66-80	46,500	32,000	18,000	8750	6750	119	
MPW/Corniche con	67-90	70,000	50,000	27,000	15,000	6750	119	
Camargue	75-86	52,000	42,000	25,000	13,000	6750	115	
Silver Spirit/Spur	80-89	13,500	9500	4500	1650	6750	119	
Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119	
Flying Spur	94-95	27,500	17,500	12,500	9000	6750	130	
Silver Seraph	98-01	30,000	22,500	17,500	10,000	5379	140	
ROVER		P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SD1 Club (08451 306230)						
P3 60	48-49	12,000	9000	4000	1750	1595	75	
P3 75	48-49	14,000	11,000	4500	2000	2103	85	
P4 75 'Cyclops'	50-52	16,000	11,500	5500	2400	2103	84	
P4 60/75/80	52-62	9250	6000	2250	800	2286	85	
P4 90	54-59	10,750	7250	2900	1000	2638	90	
P4 105R	57-58	8500	5950	2200	800	2638	91	
P4 105S/100	57-62	11,000	7500	3250	1350	2638	96	
P4 95/110	62-64	11,000	7250	3000	1100	2625	100	
P5 3-litre	58-67	13,000	7250	2850	1250	2995	107	
P5 Coupé	63-67	17,000	10,500	4750	1900	2995	108	
P5B 3½-litre	67-73	16,750	11,000	5000	2100	3528	113	
P5B 3½-litre Coupé	67-73	32,000	20,000	8750	2750	3528	115	
P6 2000/TC	63-69	8250	5000	2350	1000	1978	115	
P6 2000/2200/TC	70-77	7500	4000	1850	750	2205	112	
P6 3500	68-76	10,000	6500	2250	1100	3528	117	
P6 3500S	71-76	12,000	7750	3000	1400	3528	126	
SD1 2.0/2.3/2.6	76-86	6500	4000	1750	750	2597	117	
SD1 3500	76-86	9000	6250	2400	1200	3528	125	
SD1 VdP	80-86	10,000	7000	3000	1400	3528	126	
SD1 Vitesse	82-86	13,500	9000	4250	1850	3528	133	
SD1 Vitesse TP	85-86	24,000	17,500	8000	3250	3528	135	
Mini	90-00	9000	6400	3000	1400	1275	88	
Mini Cooper/S	91-00	13,500	9500	4200	1750	1275	97	
200 BRM LE	98-99	6000	4000	1850	900	1796	127	
75 V8	04-05	9500	7000	4500	3000	4601	150	
SAAB			Saab Owners' Club (07071 719000); Enthusiasts' Club (01942 878738)					
96 Bullnose	60-65	13,500	8750	4250	2250	841	80	
96 Longnose	65-68	13,000	8500	4000	2000	841	79	
Sport/Monte Carlo	62-66	14,500	10,000	5500	3000	841	88	
96/95 V4	67-79	10,000	7250	3500	1400	1498	93	
Sonett	67-74	16,000	11,000	5500	2750	1498	100	
99	68-84	7500	5500	2650	1200	1985	101	
99 Turbo	77-82	14,000	10,000	4750	2200	1985	125	

			Private sale					
NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
900 (sal)	79-93	6600	4200	1750	800	1985	106	
900 Turbo (sal/con)	79-93	11,000	8250	3250	1250	1985	133	
900 Convertible	86-93	9500	6000	2500	1000	1985	126	
SIMCA					Simca Club UK (01737 765331)			
1000/1200S coupé	62-71	16,000	11,000	5000	2000	1204	105	
SINGER		Singer Owners (01780 762740); Association of Singer Car Owners (01923 778575)						
9 Roadster/4A/4B	39-52	14,500	9750	5600	3400	1074	70	
SM Roadster/4AD	51-55	14,250	9250	4900	2850	1497	72	
Gazelle saloon	55-67	7500	5000	2250	950	1497	77	▲
Gazelle con	56-62	11,750	8500	4250	2000	1497	77	
Vogue I-IV 1.6/1.7	61-66	8000	5000	2200	1000	1725	91	
Chamois	64-70	6400	4250	2000	950	875	80	
Chamois coupé	65-70	7000	4750	2400	1100	875	81	
New Gazelle/Vogue	66-70	6000	4000	1650	725	1725	94	
SKODA					Skoda Owners' Club of GB (01279 815183)			
Octavia 1.1/1.2	59-64	4500	3000	1500	800	1089	75	
Felicia convertible	59-64	8500	6000	3000	1500	1221	82	
1000MB, S100	65-77	3500	2400	900	450	988	80	
S110R coupé	70-80	4850	3750	1500	750	1107	90	
Rapid coupé	84-91	3250	2500	1200	650	1289	93	
STANDARD					Standard Motor Club (01676 522181)			
Vanguard I	48-52	9750	6750	3200	1500	2088	79	
Vanguard II/III	53-58	6850	4650	1900	950	2088	79	
Vanguard Sportsman	56-58	6000	4250	2000	1000	2088	83	
V,guard Vig/Lux Six	58-63	5600	4000	1900	1000	1998	87	
Eight	53-59	5250	3600	1650	750	803	61	
Ten/Pennant	54-59	5750	4000	1900	900	948	69	
Ensign/De Luxe	57-63	5500	3850	1850	900	2138	85	
STUDEBAKER								
Avanti	62-64	42,500	30,000	20,000	13,500	4737	120	
SUBARU					The Subaru Impreza Drivers' Club (sidc.co.uk)			
Impreza Turbo	93-00	6500	4200	2000	800	1994	144	
Impreza WRX STi	97-00	11,000	8000	3750	1850	1994	150	
Impreza 22B	98	110,000	87,500	65,000	47,500	1994	154	
Impreza WRX P1	00-01	44,000	36,000	20,000	14,000	1994	150	
SVX	91-97	7500	5000	2000	1000	3300	143	
SUNBEAM				Sunbeam Talbot Alpine Register (01621 778492); Sunbeam Alpine OC 01376 342025); Tiger OC (01207 508296)				
Talbot 80	48-50	8750	5600	2500	1250	1185	72	
Talbot 80 Coupé	48-50	11,000	8000	4250	2500	1185	72	
Talbot 90 (all Mks)	48-57	10,000	6250	3000	1500	1944	90	
Talbot 90 Coupés	49-57	17,000	12,500	6000	3650	1944	90	
Alpine convertible	53-55	46,500	32,000	18,500	9750	2267	95	
Alpine I sports	59-60	17,250	11,250	5500	2400	1494	95	
Alpine II sports	61-63	13,000	9500	4400	1750	1592	101	
Alpine III sports	63-64	16,000	10,500	5250	2200	1592	100	
Alpine IV sports	64-65	12,750	9000	4000	1650	1592	92	
Alpine V sports	65-68	19,500	12,500	6500	2750	1725	100	
Harrington GT	61-63	28,000	19,000	10,000	4500	1592	105	
Tiger I	64-66	62,500	40,000	22,000	15,000	4261	120	▼
Tiger II	67-68	77,500	57,500	31,000	23,000	4727	125	▼
Rapier I-V	55-67	12,000	8000	3500	1500	1725	95	
Rapier II-IIIA con	58-63	14,500	10,250	5000	2500	1592	87	
Rapier/Alpine	67-76	7250	5000	2200	1000	1725	102	
Rapier H120	68-76	9250	6500	3000	1500	1725	106	
Imp Sport	66-76	7750	5000	2500	1200	875	90	
Stiletto	67-72	8750	6250	2750	1300	875	90	
SUZUKI					SCORE (suzuki-cappuccino.com)			
SC100	79-82	3500	2600	1600	800	970	87	
Cappuccino	92-96	6500	4250	1800	750	657	83	
SWALLOW					TR Register (01235 818866)			
Doretti	54-55	62,000	45,000	28,000	17,500	1991	102	
TALBOT					Sunbeam Lotus Owners' Club (01423 734624)			
Sunbeam 1600 Ti	79-81	12,000	7250	3500	1750	1598	107	
Sunbeam-Lotus	79-81	47,500	29,500	15,000	8500	2174	120	
TALBOT-LAGO								
T150 SS 'teardrop'	36-39	4.4m	3.7m	2.9m	2.2m	3996	115	▼
T26 Record Cabrio	47-50	175,000	145,000	92,500	60,000	4482	108	▼
TOYOTA					Toyota Enthusiasts' Club (020 8898 0740)			
2000GT	67-70	475,000	400,000	330,000	285,000	1988	128	
Crown 2600 MkI/II	71-79	6500	4500	2000	1000	2563	106	
Celica ST 1.6/2.0	70-77	22,000	15,000	8000	4000	1588	105	
Celica GT 1.6/2.0	74-77	23,500	16,500	8500	4400	1968	111	
Celica Supra 2.8i	82-85	14,000	10,000	5000	3000	2795	126	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Celica GT	85-90	4250	2800	1400	800	1998	130	
Celica GT-Four	86-90	8000	5750	2750	1400	1998	135	
MR2	84-90	11,500	7250	3000	1400	1587	124	
MR2 Mk2	90-99	8400	6250	2450	850	1998	137	
Supra	86-93	11,500	8000	3750	1750	2954	135	
Supra Turbo	88-92	16,500	11,500	5250	2400	2954	142	
Supra Turbo	93-02	25,000	16,500	8000	4000	2997	156	
Sera	90-95	3950	2500	1100	500	1496	120	
TRIDENT	Trident Car Club (020 8644 9029)							
Clipper V8	67-78	32,000	22,000	12,000	7000	4727	140	
TRIUMPH	Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)							
Roadster 1800/2000	46-49	24,500	17,500	10,500	5750	2088	77	
1800/2000/Renown	46-54	9500	6750	3200	1600	2088	74	
Mayflower	50-53	5200	3350	1650	750	1247	65	
TR2	53-55	34,000	24,000	14,000	8500	1991	107	
TR3/3A 2.0/2.2	55-61	30,000	21,500	11,500	6500	1991	106	
TR4	61-65	29,000	20,000	11,000	6000	2138	109	
TR4A	64-67	31,250	22,000	12,000	6500	2138	110	
TR5 PI	67-68	50,000	39,000	24,500	16,000	2498	121	
TR6 'CP'	69-73	26,000	17,250	9750	5500	2498	119	
TR6 'CR'	73-76	22,500	15,000	8750	4750	2498	116	
TR7	75-81	6500	4200	1650	750	1998	110	
TR7 convertible	80-81	8000	5500	2400	1000	1998	109	
TR8	78-81	14,000	9000	5000	2500	3528	135	
TR8 convertible	80-81	15,000	10,000	6000	2850	3528	130	
Herald/S saloon	59-64	6250	4600	1900	950	1147	76	
Herald coupé	59-64	7500	5600	2750	1400	948	79	
Herald conv	60-61	8500	6250	2650	1250	948	79	
Herald 1200	61-70	5850	4250	1600	750	1147	80	
Herald 1200 conv	61-67	8250	6000	2500	1200	1147	80	
Herald 12/50	63-67	6850	4850	1900	950	1147	84	
Herald 13/60	67-71	5750	3750	1500	750	1296	87	
Herald 13/60 conv	67-71	8000	5750	2400	1200	1296	85	
Vitesse 1600	62-66	8500	6000	2600	1200	1596	88	
Vitesse 1600 conv	62-66	12,000	7500	3500	1500	1596	91	
Vitesse 2-litre MkI	66-68	8000	5500	2400	1100	1998	95	
Vitesse MkI conv	66-68	11,500	7250	3400	1500	1998	95	
Vitesse MkII	68-71	8750	6250	2650	1200	1998	102	
Vitesse MkII conv	68-71	14,000	9500	4000	1750	1998	100	
Spitfire 4	62-65	20,000	13,500	6500	3000	1147	94	
Spitfire Mk2	65-67	18,000	12,500	5750	2650	1147	94	
Spitfire Mk3	67-70	12,500	8000	3750	1750	1296	100	
Spitfire MkIV/1500	70-78	9500	6750	2750	1100	1493	101	
GT6 MkI	66-68	24,000	15,500	7500	3200	1998	109	
GT6 MkII	68-70	22,500	14,250	6750	3000	1998	109	
GT6 MkIII	70-74	20,000	13,000	5750	2400	1998	112	
2000 MkI	63-69	8250	6000	3000	1400	1998	98	
2000/2500 MkII	69-77	6750	5000	2250	1000	1998	98	
2.5PI/2500TC	68-77	8000	5500	2500	1200	2498	107	
2500S	75-77	11,000	6700	3000	1400	2498	108	▲
Stag	70-77	22,400	14,500	6000	2000	2997	117	▲
1300/1500 fwd	65-73	6500	4000	1650	700	1296	86	
1300TC fwd	65-70	7000	4500	1850	800	1296	93	
Dolomite 1850	72-81	7000	4500	1900	900	1854	100	
Dolomite Sprint	73-81	17,500	11,750	4200	2000	1998	117	
Acclaim	81-84	2200	1300	650	350	1335	97	
TUCKER	(tuckerclub.org)							
Torpedo	48	1.25m	1.1m	950,000	725,000	5474	120	▲
TURNER	Turner Register (01895 256799)							
803/950 Sports	55-59	14,000	10,000	5500	2000	948	90	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	16,000	12,000	7250	3500	1498	100	
TVR	TVR Car Club (01952 822126)							
Grantura I-1800S	57-67	32,500	24,000	14,000	8500	VAR	107	
Griffith 200/400	63-65	90,000	70,000	47,500	35,000	4727	155	
Tuscan V6	69-71	30,000	21,500	14,250	9000	2994	125	
Vixen S1-4	67-73	25,000	18,500	12,500	8000	1599	107	
1600M	72-77	20,000	14,500	8000	5000	1599	105	
2500M	72-77	19,000	14,000	8250	5250	2498	109	
3000M/Taimar	72-79	21,000	15,750	9500	6000	2994	121	
3000S convertible	78-79	26,500	17,500	11,000	7000	2994	119	
Tasmin/280i fhc/con	80-87	7500	5250	2500	1250	2792	126	
Tasmin/350i inc 2+2	83-89	7000	5000	2750	1550	3528	136	
V8/350i convertible	83-89	10,000	6500	3500	2000	3528	130	
390SE	85-88	10,500	7000	4500	2400	3905	143	
400/420/450SEAC	86-91	20,000	16,000	11,000	7000	4441	165	
400/450SE	88-91	13,000	9250	6250	4250	4441	155	
S 2.8/2.9	86-92	10,500	7500	4000	2000	2922	141	
V8S	91-94	15,000	11,000	8000	6000	3943	150	
Griffith 4.0/4.3	91-93	16,000	12,000	8750	6000	4228	161	
Griffith 500	93-00	21,000	16,000	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	15,000	10,500	6500	4500	3950	152	
Chimaera 450/500	96-03	16,500	12,500	8500	6500	4988	162	
Cerbera 4.2	96-03	22,000	16,500	10,000	7000	4280	180	
Cerbera 4.5	97-03	25,000	21,000	16,500	13,000	4441	195	
Cerbera Speed Six	00-03	20,000	16,000	12,000	9500	3948	170	
Tuscan Speed Six	99-05	24,000	21,000	17,000	13,500	3996	184	
Tamora	02-06	22,000	17,500	15,000	12,000	3605	160	
T350	02-06	27,500	22,000	16,500	13,000	3605	175	
Sagaris	04-06	66,000	59,500	50,000	n/a	3996	185	
VANDEN PLAS	VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS							
4-litre Princess	57-68	12,000	8000	3750	1650	3995	89	
3-litre I/II	59-64	12,500	8750	3850	1600	2912	105	
4-litre R	64-68	15,000	9500	4000	1750	3909	110	
Princess 1100/1300	63-74	7400	4950	2400	1100	1275	87	
1500/1.5/1.7	74-80	6000	4000	1750	800	1748	90	
VAUXHALL	Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)							
Wyvern/Velox L sal	48-51	9500	6500	2950	1450	2275	75	
Wyvern/Velox E	51-57	13,500	9500	3600	1650	2262	82	
Cresta E	54-57	14,000	10,000	4650	2000	2262	84	
Velox/Cresta PA	57-62	20,000	13,000	5750	2400	2651	94	
Victor F	57-61	10,000	6500	2500	1200	1507	74	
Victor FB	61-64	6500	4600	2000	950	1594	77	
VX4/90 FB	61-64	7500	5200	2600	1250	1507	88	
Velox/Cresta PB	62-65	7250	5000	2200	950	2651	94	
Victor 101 FC	64-67	5250	3750	1800	900	1594	83	
VX4/90 FC	64-67	6750	4500	2250	1100	1594	89	
Cresta PC/Viscount	65-72	6500	4400	2000	950	3293	99	
Victor FD 1.6/2.0	67-72	4000	2650	1300	650	1975	95	
VX4/90 FD	69-72	6500	4250	2000	1000	1975	98	
Ventora FD	68-72	5750	3750	1750	850	3294	105	
Victor FE 1.8/2.3	72-78	3400	2100	1000	550	2279	100	
VX4/90 FE	73-76	4500	3000	1500	750	2279	104	
Ventora FE	72-76	4500	3000	1500	800	3294	106	
Viva HA	63-66	6000	4500	2200	1050	1057	76	
Viva HB	66-70	6500	4500	2000	1000	1159	82	
Viva HB GT	68-70	7500	5500	2750	1500	1975	101	
Viva HC	70-79	5650	3750	1750	800	1256	83	
Firenza/Magnum	72-78	7750	5500	2400	1100	VAR	100	
Firenza Droopsnoot	74-75	16,000	12,000	6500	3750	2279	119	
Chevette 2300HS	78-80	35,000	25,000	15,000	10,000	2279	117	
Chevette HSR	79-80	60,000	47,500	30,000	20,000	2279	125	

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			Mint	Good	Rough			
Astra GTE MkI	83-84	21,000	15,000	8750	5000	1796	110	
Astra GTE MkII	84-91	16,000	11,750	6000	2850	1998	134	
Nova GTE	88-90	19,000	13,750	8250	4850	1598	119	
VX220	00-05	14,000	11,000	7500	5000	2198	137	
VX220 Turbo	03-05	17,000	13,500	10,500	9000	1998	151	
VOLKSWAGEN	VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB							
Beetle (split)	46-53	30,000	19,000	12,500	7500	1131	66	
Cabrio	49-53	40,000	28,500	18,500	10,000	1131	66	
Beetle (oval)	53-57	20,000	14,000	8500	4750	1192	69	
Cabrio	54-58	26,500	18,000	11,250	7000	1192	66	
Beetle 1200/1300	57-68	15,000	9750	4400	1850	1192	72	
Cabrio	58-67	20,000	14,000	6750	3400	1192	72	
Beetle 12/13/1500	68-78	12,500	8500	3400	1100	1493	81	
Cabrio	67-70	16,500	11,500	5750	3000	1493	81	
Beetle 1302/1303	70-75	9250	6250	2750	1000	1584	84	
Cabrio 1302S/1303S	70-80	13,000	9000	4500	1750	1584	82	
Karmann-Ghia cpé	55-74	21,000	14,000	6000	2750	1584	92	
Karmann-Ghia con	58-74	27,500	17,500	8500	4500	1493	87	
Karmann-Ghia T-34	62-69	24,000	15,000	6500	3250	1584	87	▲
Kombi/Camper	50-67	57,500	38,500	16,000	8500	1493	65	
Camper T2 (Bay)	68-71	26,000	15,500	8500	4000	1584	79	
Camper T2 (Bay)	72-79	23,500	13,500	6500	3300	1970	79	
1500/1600 Type 3	61-73	12,000	8500	3750	1500	1584	87	
411L/E, 412 1.7/1.8	68-74	7250	5000	2400	1200	1795	90	
Scirocco MkI	74-81	13,000	8500	3950	1800	1470	114	
Scirocco MkII	82-92	6750	4750	2250	1100	1781	130	
Golf GTI MkI	75-84	25,000	16,750	7000	2750	1781	116	▲
Golf GTI MkII	84-91	22,000	15,000	6250	2000	1781	123	▲
Golf convertible	80-93	12,000	8500	3500	1250	1781	116	
Golf GTI MkIII	92-97	6900	4600	2500	900	1984	134	
Golf MkIII VR6	92-97	7250	5000	2650	1200	2792	138	
Polo G40	91-94	6750	5000	2500	1250	1272	119	
Corrado	90-95	5500	3750	1650	800	1781	132	
Corrado G60	90-92	11,500	8000	3500	1400	1781	140	▲
Corrado VR6	92-95	15,000	10,750	4500	1650	2861	146	
VOLVO	Volvo Owners' Club (01705 381494); Enthusiasts' Club (01872 400039)							
PV544 1.6/1.8	59-65	16,000	11,500	5750	2650	1778	95	
121/122/122S 4dr sal	55-67	12,000	8250	2500	900	1778	95	
131/132 2dr sal	61-70	12,500	8500	3250	1250	1778	96	
123GT 2dr sal	67-68	20,000	13,500	6500	3250	1778	108	
P1800	61-72	36,000	27,500	11,000	4500	1778	105	
P1800ES	71-73	28,500	21,000	10,000	4000	1986	111	
144/164 sal/est	67-74	9500	6400	2850	1300	2979	115	
244/264 sal/est	74-79	8500	6000	2650	1250	2127	106	▲
262C coupé	78-81	12,500	8500	4000	1600	2849	109	
240 sal/est	79-93	8500	5600	2500	950	2316	111	
480	85-95	3000	2000	1000	450	1721	112	
480 Turbo	88-95	4000	2750	1250	650	1721	123	
740/760 Turbo	86-92	6750	4750	2200	1000	2316	125	
940 Turbo sal/est	90-96	6000	4000	1850	850	2316	127	
T-5R/850R	95-97	15,000	11,000	5000	2250	2319	155	
V70R	97-00	9500	6750	3000	1500	2319	153	
WOLSELEY	Wolseley Register (0161 368 2388, wolseleyworld.com)							
6/80	48-55	10,500	6750	3000	1500	2215	81	
4/44 & 15/50	52-58	12,000	9000	4000	2000	1489	78	
6/90 SI-III	54-59	10,000	6500	3000	1500	2639	96	
1500	57-65	8500	6250	3000	1200	1489	77	
15/60, 16/60	59-71	10,750	7000	3000	1300	1622	78	
6/99, 6/110 SI/II	59-68	13,000	9000	4000	1650	2912	98	
Hornet SI-III	61-69	8000	6200	2850	1400	998	77	
1100/1300	65-73	6500	4250	2000	1000	1098	84	
18/85, Six	67-75	8000	5000	2200	1000	2227	104	

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